THE Commercial AND Financial Chronicle

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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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PRESIDENT GARFIELD.

The death of President Garfield is a loss in more than one sense of the word. In a measure, every human life is valuable. Even the humblest among us adds something to the stock of humanity. In one way or another, we all justify our existence. Our very being is evidence that we have a place in the natural order of things and form a part of it. Be our capacity of the most diminutive kind, we are yet all co-workers, and all contribute to the world's progress. Our usefulness depends upon our ability to adapt ourselves to our surroundings, to gauge our powers, and to find our proper position in the ranks.

When, therefore, any human life is cut short of its maturity, the world is a loser. We may be insensible to the loss, yet the loss is real, nevertheless. The loss is greater or smaller as the individual is above or below the average. If he has acquired distinction in the arts, in the sciences, in the learned professions, or in any of the various branches of trade and business, the gap left by his death becomes of course quite marked, is readily recognized and widely felt. It is not, however, until the individual combines with mental greatness those qualities that admit him to recognized leadership and place him where he can employ to advantage his natural abilities by directing to their proper course some one or more of the various currents of the world's thought and action, that his untimely removal exercises the greatest effect and is most to be deplored; and when such a person happens to be the ruler of a people, the chief magistrate of a nation, in the prime of life, just entered upon a new plane of action offering a wider field for the play of his powers, and with a future before him big with grand possibilities—the demise of such a person is occasion for the largest amount of regret, and comes home with peculiar force to every thinking mind. In an event like this, the world does not cease to move, but there is a sensible pause, as if to take breath and prepare for the change.

Great force of character, immense brain capacity, peculiar energy, an indomitable will, great perseverance, and a rugged determination that readily overcame all obstacles, are the traits that distinguished the late President. He was a self-made man in the truest and best sense of the term. He was early brought in contact with the world. While still young he had to fight for the bare means of subsistence. His was not an easy task. Yet by sheer force of will and tenacity of purpose he triumphed where ordinary mortals would have failed. Struggling to supply his physical wants, he was not unmindful of his mental needs. He was eager in the pursuit of knowledge, and when he had acquired the rudiments of an education he found that his sphere of usefulness was greatly enlarged. Thenceforward his progress was rapid. By dint of perseverance he raised himself from position to position, and finally reached Congress, where his breadth of mind and depth of understanding soon gained for him recognition, and placed him in the front rank of the men of the day. It is not our intention here to go into the details of his life. The almost phenomenal advancement he made is indicated in the expressive phrase, "From the tow-path to the White House," current during the last campaign. Plough-boy, boatman, teacher, professor, soldier, Congressman, Senator, President—these were the successive stepping-stones in his career, and a remarkable career it has been.

It is too early as yet to form a just estimate of his life. His death, and the manner of it, are so fresh in our memory that for the time being we are all willing to throw the mantle of charity over his faults and leave uncovered only his virtues. Yet there is no denying that he rendered services of a very important character, and at trying times in the country's history. His career as a soldier was meritorious, if not brilliant. His work in Congress during the critical period of the war and the almost equally critical period that followed, was highly praiseworthy. By his signal ability and clearsightedness he was enabled to elucidate many a problem and contribute to a correct solution of important questions of public policy. He wavered at times and displayed weakness, but on the great questions of the day his views were invariably sound. His efforts on behalf of specie resumption are well known. Business men will also recall with satisfaction the success attending the brief period of his administration as President. The unearthing of frauds in several departments of the public service, and, more particularly, the refunding of a large portion of our 5 and 6 per cent debt into 3½ per cent obligations redeemable at the pleasure of the Government, after Congress and President Hayes had failed to come to an agreement in the matter, must certainly be regarded as noteworthy actions. The

last-mentioned achievement should be sufficient to render his administration ever famous.

Mr. Garfield may not have been perfection. He certainly had his defects; but if the worst that has been charged against him were proved, it would only bring out in bolder relief the strong points in his character. In his struggle with poverty, in the early days, he must have been beset by many temptations, yet he came out without a stain upon his honor. If there had been in the man aught that was venal, then was the time when it would have shown itself. On the other hand, in his encounter with the more insidious influences that a Congressman has to contend with, he displayed a guilelessness which was entirely unexpected in a man of his experience, and thus paved the way for the allegations that have since been made against him. But as to these reflections upon his career it must be conceded he received his vindication last autumn at the bar of public judgment from the hands of a jury composed of over nine millions of his own countrymen.

Say what we may, the truth remains that his was an extraordinary nature. A man who not only supports himself from boyhood up, but educates and cultivates himself, and raises himself from the lowest plane to the highest, is clearly a man of no mean order, and deservedly takes high rank in the affections of the people. We may justly pride ourselves upon the fact that this man was of our own kin, an American among Americans, and that he was typical of the manhood of the nation. That it was possible for him to attain his loftiest endeavors, is a lasting tribute to the greatness of our institutions; for it certainly is a point not to be lightly esteemed that under our Government the highest honors are open to the lowliest as well as to the most favored. But the man, after all, is pre-eminent. Such a man would have made his mark in any country, even in those where there are still barriers to the advancement of the individual.

Hence he may be regarded as a product of the civilization of the nineteenth century, and in this sense he belongs not to us alone, but to the whole civilized world. It is not wonderful, therefore, that expressions of grief and profound regret are almost as numerous on the other side of the water as on this, and that they are sincere and unaffected. Many of the English papers appear in black borders, and the entire community of nations mourns our loss. "One touch of nature makes the whole world kin," and in our affliction we can take consolation in the fact that a bond of sympathy has been established between us and the nations which will do more to promote peace and good will on earth than all the paper agreements of all the potentates on the globe.

THE NEW PRESIDENT.

General Arthur succeeds to the Presidency under peculiar and painful circumstances. The avowed object of the assassin was to install him in office. The mind, therefore, involuntarily connects him with the deed, and for a time there was a vague disposition to make this a reason for casting discredit upon him. But public temper has undergone a change. There is a feeling now that injustice has been done him, and that the first estimates of his character were erroneous. His admirable bearing since the shooting, and his patient forbearance at a time when, in the eyes of many, he would have been justified in assuming the functions of the Presidential office, because of President Garfield's evident inability to perform the same, have contributed not a little to this changed feeling.

There is every reason to believe that General Arthur will make a wise Chief Magistrate. Those that know him best, speak of him in the highest terms. He has hitherto been chiefly identified with a faction in his party, but in the nature of things he can not be the President of a faction. Such a course would meet with instantaneous popular disapproval, and might alienate from him the support of many men in his own party and endanger the ascendancy of the party. Mr. Arthur has not the experience in public affairs possessed by General Garfield, and probably is not as able a man, but he certainly has a large amount of common sense. He is also a shrewd politician. As such, he will without doubt defer to popular judgment, follow as nearly as may be in the footsteps of his predecessor, and change very few of the present incumbents of office. The public hold the late Chief Magistrate and his Administration in such high esteem that it would be hazardous to Gen. Arthur's political career for him to attempt any marked deviation in the policy inaugurated last March, with General Garfield's assumption of the office. Mr. Arthur is sure to recognize this fact, and in the delicate position in which he is placed, we confidently believe he will acquit himself with credit to himself and his country. This belief is strengthened by the excellent tone and character of his inaugural address delivered on Thursday.

As to the effect upon business of this change in executive heads, little need be feared. It is a change of men only, not of principles. Gen. Arthur belongs to the same party, and professes the same general principles, as did General Garfield. As for a Treasury policy, a new Secretary, if such there should be, will have a comparatively easy task. Resumption is definitely established, and refunding is practically accomplished. The 4½ per cent bonds cannot be redeemed before 1891, the 4s not before 1907, and those at 3½ per cent—which is probably as low a rate as it is safe for us to assume we can borrow at for some time to come—are redeemable at pleasure. Nothing remains for the Treasury to do except to guard carefully its funds for the redemption of greenbacks, and so conduct its operations as to cause a speedy return to the channels of trade of the money withdrawn from them in payment of customs and other dues.

Of course there is room here for a good deal of mischief, and business might suffer severely if any serious misstep were made, but such a misstep could only occur through downright incapacity, and of this Secretary Windom has not yet given any evidence, nor is it likely that a new Secretary would. There is consequently no reason to apprehend that the present very prosperous condition of the country will be disturbed. Certainly the operations of the Government are not likely to interfere. And this seems to be the view now generally taken by business men, for the announcement of Gen. Garfield's death, and the accession of Gen. Arthur, had no visible effect upon the markets. To be sure, the occurrence of the sad event had in a measure been discounted, but were there any anticipations of unfavorable results to follow from it, the effect upon values would have been marked and immediate. The truth is, our prosperity rests upon too firm a basis to be more than temporarily affected by the death of any person, however exalted in position.

THE FINANCIAL SITUATION.

The overshadowing event of the week has been of course the death of President Garfield, Monday night. This was not entirely unexpected, for in the afternoon of that day his condition became so grave that it was regarded as almost impossible that he could survive many hours. Yet when the most disquieting rumors were put

in circulation on the Exchange the market was really stronger than it had been at any time during the day. This was mainly the result of manipulation, the market being firmly held to prevent a break. By the next day the end had come and the suspense was over. The news was received with intense sadness, but it was clear from the tone at the opening of the market that the event had been discounted not only here but in Europe, and that little or no anxiety was entertained as to the effect upon the future.

After a slightly feverish movement there was a rally and prices became strong. The Exchange was closed at noon, as a mark of respect to the memory of the dead President. On Wednesday the market was unfavorably influenced by the fear of active money, and some disposition was manifested to sell stocks in the expectation that the closing of the Treasurer's office at Washington would tend temporarily to interrupt the disbursements of money by the Department. On Thursday reports that the managers of the trunk-line roads had met for the purpose of compromising their differences, and some manipulation of specialties, made an active and generally strong market until late in the afternoon, when the tone became buoyant on the announcement that President Garfield's cabinet had been retained, for the time being at least, and that there would be no called session of Congress. This was accepted as an assurance that there would be no change either in the political or financial policy of the Government, though of course General Arthur can hardly with propriety take definite action on the resignation of the Ministers until after the funeral of the late President. On Friday there was continued improvement, with Philadelphia & Reading and the Gould stocks leading the market.

Last week it was understood that in a few days Mr. Windom would declare his purpose regarding calls for or purchases of bonds. The death of President Garfield of course prevented such declaration, and it was felt that the announcement could not well be made until Mr. Windom should be apprised of his retention in the Cabinet and have had an opportunity to consult regarding financial matters with the new President. Notwithstanding that it is not yet clear whether Mr. Windom will remain permanently at the head of the Treasury Department, it is regarded by many as almost established that a programme will not long be delayed.

Reports were current on Monday that the trunk-line war was on the eve of settlement, and that an adjustment of the differences would be made on terms satisfactory to Mr. Vanderbilt, who is supposed to have inaugurated the fight. Well-informed railroad managers asserted that Mr. Vanderbilt had been contending for the abolition of differential rates, which enabled the Pennsylvania and the Baltimore & Ohio to compete for the business of this city, and that he had at last succeeded in compelling his adversaries to sue for peace. The truth of this remains to be established. It is understood and generally believed that the preliminaries for a settlement were arranged at a meeting on Tuesday afternoon, and that the conference of managers on Thursday was for the purpose of fixing the details.

Money has been moderately active this week. On Tuesday loans were called by some parties who feared that the death of the President might derange financial matters, and on Wednesday an attempt was made to mark up the rates on account of the closing of the office of the Treasurer at Washington, as referred to above. On Thursday money was advanced to a small commission, but the supply became abundant later in the day. The demand from the West and South continues more or less urgent, the rates of exchange at St. Louis and Chicago now ruling at figures which permit of a free transportation of gold from this centre.

There have been no shipments of gold from Europe during the week, so far as known. The arrivals for the week amount to $80,000 in guilders from Amsterdam, which came in on Monday. At the current rates for sterling, imports of gold cannot now be made, either as an exchange operation or on speculation, except at a loss.

The Treasury operations for the week include the receipt of $300,000 from the San Francisco Mint. Making allowance for this there is a net loss, which is a gain to the banks, of $2,034,653 76. The Assay Office paid out for domestic and foreign bullion $3,249,815, including $3,166,934 for gold received from Europe. The following were the daily receipts by the Treasury from the Custom House.

Date.	*Duties.*	*Consisting of—*			
		Gold.	*U. S. Notes.*	*Silver Dollars.*	*Silver Certificates.*
Sept. 16 ...	$565,633 30	$204,000	$12,000	$1,000	$349,000
" 17....	436,374 24	163,000	10,000	.....	264,000
" 19....	636,065 81	208,000	12,000	.....	416,000
" 20....	622,338 09	277,000	13,000	1,000	331,000
" 21 ...	402,703 64	144,000	11,000	1,000	248,000
" 22....	715,399 85	348,000	14,000	1,000	353,000
Total...	$3,378,514 93	$1,344,000	$72,000	$4,000	$1,961,000

The following shows the Sub-Treasury movement for the week ended September 22; also the receipts and shipments of gold and currency reported by the principal banks.

	Into Banks.	*Out of Banks*	*Net.*
Sub-Treasury operations, net...	$2,034,654	$.....	$2,034,654
Interior movement.....	495,600	2,095,000	*1.595,400
Total.....	$2,534,254	$2,095.000	$439,254

* Loss.

The interior movement, as above, embraces all the receipts and shipments of gold and currency reported to us by the leading banks for the week ended September 22, which (stated in our usual form) are as follows.

Receipts at and Shipments from N. Y.	*Received.*	*Shipped.*
Currency	$469,600	$515,000
Gold	30,000	1,580,000
Total	$499,600	$2,095,000

The Bank of England return for the week shows an increase of £265,000 bullion. This is the first gain since June 30. Then the amount of bullion was £27,234,919, the reserve was £16,030,879, and the proportion of reserve to liabilities, 44⅛ per cent. Last week the bullion was about £23,044,018, a loss of £4,190,901, and the percentage of reserve to liabilities was 40 11-16, a decrease of 3 7-16 since June 30. The Bank of France shows a gain for the week of 712,500 francs gold, and a loss of 2,600,000 francs silver. The Bank of Germany, since our last report, has lost 5,300,000 marks. The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding date in 1880.

	Sept. 22, 1881.		*Sept. 23, 1880.*	
	Gold.	*Silver.*	*Gold.*	*Silver.*
	£	£	£	£
Bank of England.....	23,309,018	.....	28,323,607	.....
Bank of France.....	24,519,532	50,245,610	29,035,774	50,285,950
Bank of Germany.....	8,984,970	18,678,870	8,932,000	17,864,000
Total this week.....	56,813,520	68,924,480	66,291,381	68,149,950
Total previous week.....	56,586,613	69,227.230	66,380.311	67,900,694

Foreign exchange is quiet, and is inclined to be heavy, owing to the more liberal supply of bills, drawn chiefly against cotton. There is very little margin of profit for a movement of securities, as will be seen by the following, showing relative prices of leading stocks and bonds in London and New York at the opening each day.

	Sept. 19.		Sept. 20.		Sept. 21.		Sept. 22.		Sept. 23.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s, c.	116·03‡	117	116·03‡	117⅛	116·27‡	117⅛	116·27‡	117⅜	116·52‡	117⅜
U.S. 3½s	101·22	101⅛	101·22	101⅛	101·22	101⅛	101·22	101⅛	101·22	101⅛
Erie.....	44·43	44⅝	45·02	45	46·37	46⅛	45·87	45⅝	46·60	46⅝
2d con.	102·69	102⅝	102·44	102⅛	103·16	103¼	103·16	103⅛	103·89	103⅝
Ill. Cent.	131·08	130½	131·57	131⅝	132·05	131⅜	132·54	131¼	133·02	132⅝
N. Y. C..	142·85	143¼	143·46	143⅜	144·07	143⅛	143·70	143¼	143·70	142⅞
Reading	31·79†	63⅜	31·91†	64¼	32·64†	66	33·25†	67	25·19†	71½
Exch'ge, cables.	4·85¼		4·85⅜		4·85⅛		4·85⅛		4·85⅛	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.
‡ Ex-dividend.

NOTE.—The New York equivalent is based upon the highest rate for cable transfers, which ordinarily covers nearly all charges, such as interest, insurance and commissions.

Government bonds were slightly depressed on Monday afternoon, by reason of the unfavorable news from Long Branch, but on Tuesday, notwithstanding the death of the President, there was a rise. Although dull, the market has been strong, and bankers look for a renewed investment demand.

THE EGYPTIAN DIFFICULTY.

In the peculiar circumstances in which the whole of Northern Africa finds itself, it would have been strange, indeed, if nothing had occurred in Egypt to show that she too was sharing in the general excitement. There is undoubtedly a widespread feeling throughout the Mohammedan world that danger is threatened by Christian aggressiveness. There is also a deep-rooted conviction, not perhaps very generally or very loudly expressed, that if resistance is not made in time the power of Islam will be broken and its prestige damaged forever. It is the existence of this state of mind which explains the general and visible unrest of the Moslem, and the irritation which has followed the French invasion of Tunis.

It is not possible completely to dissociate the recent Egyptian *emeute* from this general condition of the Moslem mind. Nowhere are the Mohammedans more devout than in Egypt; nor is there anywhere in Moslem countries a more pronounced Mohammedan city than Cairo. Her mosques almost rival in number and in grandeur those of the imperial city of Constantinople; and her University or School of Theology is the pride of Islam. The secret of the present difficulty, however, must be sought in causes more immediate. Egypt, as is well known, has for the last two years been largely under the control of France and England. It is just two years since she passed through a great and trying crisis. Her finances had become hopelessly embarrassed. In his distress the then Khedive, Ismail Pasha, repeated what he had often done before—called in the aid of England and France. It was their advice that he should resign; but while he was fighting for terms, the Sultan deposed him. By the firman of August, 1879, Tewfik Pasha was confirmed on his throne; but he was deprived of much of that power which ten years before had been conceded to his father. In 1873, at an enormous cost, Egypt had obtained *quasi*-independence. In 1879 the Sultan resumed his sovereign rights; and the new Khedive found that he could not, like his father, either raise loans, or indefinitely increase the army.

The hardship was not in the special restrictions, but in the loss of independence. It was another condition precedent to his obtaining power, that the new Khedive should allow the finances of the country to be managed by a joint French and English commission. All the Daira, and all the Domain lands, all the customs and all other sources of revenue, have since been in the hands of the Commissioners. The revenue is about £10,000,000, of which some £7,000,000 are paid as tribute to the Sultan. The debt to be paid, when the Commissioners assumed control, amounted to £18,000,000. It will thus be seen that their position has been no sinecure. But it is not in the nature of things that a government and people so situated should be contented. The Khedive is the nominal ruler. With the aid of his council, at the meetings of which the French Commissioner and the English Commissioner are present but have no vote, he is supposed to direct and control the affairs of the country. But the money power is in the hands of the Commissioners; and where the money power is, there is the actual authority. The Viceroy, with all his show of authority, is really helpless; and the resources of the country are drained to satisfy foreign creditors. Of course, it is not intended that this state of affairs shall continue; but while it lasts, it is humiliating to the native ruler, and disheartening in the extreme to the native population.

To no class is the present arrangement in Egypt more offensive than to the soldiers. It is all the more offensive to them that they are aware that there is a disposition on the part of the creditors to have the military force greatly reduced if not disbanded altogether. The Egyptian army is looked upon by the Commissioners as not only useless but dangerous. It is here that we must find an explanation for the present Egyptian discontent. It is by looking at Egypt from this standpoint that we can understand why a decision on the part of Riaz Pasha, President of the Council, to remove the Fourth Regiment to Alexandria, should have brought Araby Bey, with his imperious demands, to the palace of the Abdine, and why in compliance with these demands the Khedive should have dismissed his ministers.

The situation is less alarming than it was a few days ago. The refractory Colonel and his associates have pledged themselves to submit to and defend the Government. Cherif Pasha has successfully formed a Cabinet. But who can tell how long the present lull will last? What guarantee of safety is there while the army is in the hands of a man who can turn it against the Government at any moment? If Cherif Pasha should have a mind of his own, as he has, and should fail to give satisfaction, what hinders it that Araby Bey, or some other leader like-minded, should repeat the scene at the Abdine, and show that the Government and people of Egypt are completely at the mercy of the army? It is simply absurd, in fact, to suppose that there can be any permanent or satisfactory settlement in Egypt until the army is disbanded.

But this implies the occupation of the country by another army; and the question is—what shall that army be? Shall it be an English army or a French army? Shall it be a united French and English army? Shall it be a Turkish army, or a united Turkish and English army? If peace and apparent contentment shall attend the efforts of the present Ministry, it is just possible that the difficulties which beset occupation may tempt France and England to yield to a policy of inaction. It will be a blunder, if they do. Something should be done, and done at once; and it is the business and duty of the British Government above all others to be prompt and decisive. A joint French and English occupation would only be a compromise. A Turkish occupation would, in our judgment, be a huge blunder and a cruel wrong not only to the Egyptian people themselves, but to all resident Europeans. The Turks really never had a foothold in Egypt; and why should they now? If Turkish rule was not reckoned good for Bulgaria and Servia and Greece, why should it be reckoned good enough for Egypt?

A Palmerston or a Beaconsfield would not hesitate in

the premises. But with his well-known love of peace and his disinclination to conquest, it remains to be seen how Mr. Gladstone will act. Will he let slip the opportunity to make Egypt an integral part of the British Empire, and so complete and perfect the highway to India? To British occupation France alone could object; but France, by her action in Tunis, has robbed herself of all right of interference.

Monetary and Commercial English News

[From our own correspondent.]

LONDON, Saturday, Sept. 10, 1881.

The gold market has been decidedly quieter during the week, and no movements of importance have taken place; but it is in a state of considerable uncertainty, and business is conducted, therefore, with much caution. On the Stock Exchange prices have been steadily improving, and increased confidence has been imparted to the markets, owing to a somewhat considerable fall in the price of wheat. The New York Exchange on London having advanced, and there being now less expectation of gold being sent away in any important quanties to the United States, there are many who are of opinion that the existing Bank rate of four per cent is sufficient for the purpose required of it, viz., to check the outflow of gold. For the present, at least, that object has been fairly accomplished. Since last Thursday week there has been only one important operation in gold in connection with the American demand. But a mere check to the export movement is less than is demanded. In the natural course of things there is usually more movement in monetary and bullion circles in the autumn than at other periods of the year; and as our stocks of bullion have been entrenched upon of late, a restoration, in some way or other, of the supplies abstracted is desirable. As yet the four per cent rate of discount has failed to accomplish this, even in a very small degree, though it is said that a few parcels of gold have been received from the Continent during the last few days. The directors of the leading Continental banks have, however, adopted the same measures as ourselves to protect their gold supply, and consequently not much gold is expected from the Continent. The supply of bullion held by the Bank, of England has decreased this week to the extent of £327,243, which is partly to be accounted for by the requirements of the country for harvest purposes; and the inference is that if our position cannot be restored by means of a four per cent rate of discount a five per cent rate will before long form the subject of discussion. There is some reason to believe that the export of gold to America this autumn will be less than in 1880 and 1879, but this is at present only a matter of conjecture, and being so, speculators in securities, controlled obviously by the action of the banks and discount houses, are desirous to, and are to some extent compelled to, act with caution.

The value of money in the open market has declined during the week to the extent of fully one-half per cent, three months' bank bills being taken at 3½ per cent, and, in some instances, at a still lower quotation. The demand for money for commercial purposes shows no distinct change, and as there is a falling off in the total of "other securities" of £286,000, it is inferred that the requirements of the Stock Exchange have been curtailed. The present period of the year is usually one of inactivity in general circles, as there are so many absentees making their holiday tours; but, in addition to this, there are well-known reasons for limiting speculative business on the Stock Exchange, and any great revival is not anticipated until something definite is known respecting the probable course of the markets for gold and money. The majority of the trans actions which had been opened on the Stock Exchange in anticipation of a fall in prices have been closed, and the markets now present a firmer appearance; but they are still sensitive, as the future is involved in some uncertainty. With regard to money, there is certainly more competition on the part of the banks and discount houses for bills, and consequently the rates of discount are easy as follows:

	Per cent.		Per cent.
Bank rate	4	Open market rates—	
Open-market rates—		4 months' bank bills	3⅝
30 and 60 days' bills	3¼@⅜	6 months' bank bills	3⅝@¾
3 months' bills	3⅜@½	4 & 6 months' trade bills	3¾@5

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	2
Discount houses at call	3
do with 7 or 14 days' notice of withdrawal	3¼

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market Pr. ct.
Paris	4	3⅝@3¾	Madrid & other		
Brussels	4	3⅝@3¾	Spanish cities	4	5
Amsterdam	3	2¾	St. Petersburg	6	5¼
Berlin	5	4½	Geneva	4½	4
Frankfort	5	4½	Genoa	4	4
Vienna	4	4	Copenhagen	3½	3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years.

	1881.	1880.	1879.	1878.
	£	£	£	£
Circulation, excluding bank post bills	26,517,870	26,959,760	28,365,715	26,892,965
Public deposits	5,033,190	5,915,706	5,382,932	4,425,152
Other deposits	25,780,960	24,932,926	31,139,088	19,907,374
Governm't securities	14,557,649	15,313,792	16,337,306	13,794,031
Other securities	22,374,837	17,685,806	17,284,718	17,947,723
Res've of notes & coin	12,422,143	16,414,895	21,470,335	11,177,324
Coin and bullion in both departments	23,190,018	28,374,655	34,836,050	23,070,289
Proportion of reserve to liabilities	39·96	.....	.....	.....
Bank rate	4 p. c.	2½ p. c.	2 p. c.	5 p. c.
Consols	99⅜	97¾	97¼	95
Eng. wheat, av. price	55s. 2d.	43s. 3d.	48s. 2d.	45s. 4d.
Mid. Upland cotton	7¼d.	7 1/16d.	6 13/16d.	.....
No. 40 Mule twist	10½d.	11¼d.	9½d.	9⅜d.
Clear'g-house return	102,930,000	87,265,000	74,407,000	77,713,000

The price of bar silver has declined to 51⅝d. per ounce and of Mexican dollars to 51⅛d. The Indian exchange is lower, India Council bills having been disposed of at 1s. 7 13-16d. per rupee.

Two elections have recently taken place, and the new members, when they take their seats in Parliament, have pledged themselves to advocate a protectionist policy. There is, no doubt, an increasing feeling in this country that as many impediments are placed in our way by foreign countries to a free and healthy development of our commerce, we ought, in self-defense, to exert our power to protect ourselves against our foreign rivals. To accomplish this is a work of much difficulty, and one which requires great discretion. The Englishman, whether he be a manufacturer, merchant or agriculturist, is prone to grumble, and his contention is that if matters are not progressing, they must be retrograding. If, however, we compare one decade with its predecessor, we find continued progress, and that the country is still doing a large business. Profits, no doubt, are smaller, but, at the same time, some middle men must secure large gains, as the general public derive but little benefit from the low prices which prevail for many commodities. For instanee, the low price of wool which has now been current for many years has made no difference in the cost of a suit of clothes or of a lady's garment, and when it is borne in mind that at one period the raw material was depreciated in value from 30 to 50 per cent, it is obvious that a section, if not more, of trade has secured a liberal profit. Some persons advocate a tax on food, because, they say, the foreigner will have to pay it; it is difficult to convince such that the burden falls upon the consumer. There will, no doubt, be some modifications, and much will depend upon what new arrangements can be made with France. We have, fortunately, able men in the government who are peculiarly fitted to deal with this question, and we know that the leader of the Conservative party is by no means likely to advocate the measures which the new members have pledged themselves to ventilate. It is very surprising that men can argue in favor of a tax on food when, as a manufacturing nation, it is of the first importance that food should be cheap, in order that we may produce our manufactures at as low a rate as goods can be manufactured abroad. England has, undoubtedly, prospered under free trade principles, and even the Conservative party are reluctant to relinquish them.

Last Thursday Liverpool was *en fete*, on the occasion of the opening of new docks by the Prince and Princess of Wales. His Royal Highness said that at the commencement of the present century dues were paid on 45,006 tons, while at the present time it is on nearly 7,900,000 tons annually. In 1846 the docks and basins numbered only 27, while they are now 58. In 1846 the length of the quays was 9½ miles, while it now amounts to 40. In that year the area of water space was 122 acres; it is now 543 acres; and the extent of the dock estate was 506 acres, while it is now 1,545 acres.

The traffic receipts on 14 of the principal railway companies of the United Kingdom for the current half-year have amounted to £10,304,588, against £10,020,032 last year, showing an increase of £284,556.

The Board of Trade returns for the month of August and for the eight months ended August 31, show gratifying results. The increase in our exports is considerable, being about £2,000,000 sterling, and there is reason to hope that the improvement will be maintained, as there is a large export movement in progress in the department for iron goods. Trade is evidently not so unsatisfactory as has been represented, and it would probably have been comparatively buoyant, were there not the prospect of the home demand being contracted, owing to a disappointing harvest. The following are the leading particulars of our imports and exports:

	1879.	1880.	1881.
Imports in August	£28,335,009	£31,019,087	£32,691,098
Imports in 8 months	231,622,804	275,632,435	263,656,018
Exports in August	17,336,308	19,114,315	21,180,695
Exports in 8 months	122,773,923	147,018,630	150,919,059

The following figures relate to the eight months ended August 31:

IMPORTS.

	1879.	1880.	1881.
Cotton ....cwt.	8,370,038	9,745,969	10,563,771

EXPORTS.

	1879.	1880.	1881.
Cotton ....cwt.	1,105,752	1,337,628	1,216,207
Cotton yarn ....lbs.	149,886,900	133,800,300	167,394,200
Cotton piece goods....yards.	2,359,832,200	2,878,009,700	3,158,474,800
Iron and steel....tons.	1,693,053	2,705,485	2,445,900
Linen yarn....lbs.	11,966,700	10,602,700	11,791,800
Linen piece goods....yards.	110,634,000	118,776,700	118,613,100
Jute manufactures....yards.	103,858,900	113,854,500	131,559,000
Silk manufactures....£	1,160,848	1,335,197	1,634,297
British wool....lbs.	5,340,700	14,290,400	7,864,300
Colonial and foreign wool.lbs.	161,360,405	151,941,696	163,935,033
Woolen yarn....lbs.	20,531,500	18,307,500	17,738,000
Woolen cloths....yards.	29,811,700	33,791,700	36,184,900
Worsted stuffs....yards.	125,674,800	139,303,300	129,003,400
Blankets & blanketing..yds.	3,418,200	3,891,600	3,681,500
Flannels ....yards.	3,011,300	3,458,900	4,722,800
Carpets ....yards.	4,117,100	6,454,600	5,956,700

The following were the quantities of cotton manufactured piece goods exported in August, compared with the corresponding period in the two preceding years:

Exported to—	1879. *Yards.*	1880. *Yards.*	1881. *Yards.*
Germany	4,325,900	3,378,600	3,685,100
Holland	2,444,800	3,222,700	3,225,600
France	4,923,900	3,959,300	3,542,300
Portugal, Azores & Madeira	3,738,900	4,569,300	4,599,300
Italy	6,633,600	4,173,200	7,561,900
Austrian Territories	1,066,500	380,900	788,700
Greece	4,006,400	2,597,100	3,882,600
Turkey	36,129,700	32,695,100	32,402,300
Egypt	7,603,700	16,567,200	13,189,100
West Coast of Africa	1,303,300	3,615,500	2,536,900
United States	4,597,400	5,692,600	5,211,400
Foreign West Indies	7,548,800	9,716,600	10,596,900
Mexico	2,970,900	3,807,600	5,128,200
United States of Colombia (New Granada)	2,739,700	3,270,200	5,758,600
Brazil	18,220,100	20,643,800	19,837,000
Uruguay	2,556,700	3,516,600	3,795,400
Argentine Republic	4,902,000	5,035,300	9,094,700
Chili	4,049,700	6,097,000	9,152,100
Peru	811,500	335,100	2,438,400
China and Hong Kong	48,565,100	47,935,800	40,975,800
Japan	5,612,100	7,567,900	6,923,500
Java	6,579,300	4,698,700	5,269,100
Philippine Islands	1,882,500	2,238,500	6,116,200
Gibraltar	2,645,700	2,906,700	1,358,500
Malta	1,650,700	4,256,300	2,828,900
British North America	3,877,300	4,708,300	5,634,400
British West India Islands & Guiana	4,240,400	2,930,200	2,284,800
British Possessions in South Africa	2,733,100	2,562,700	2,544,700
British India—			
Bombay	25,010,000	52,412,600	44,688,700
Madras	6,261,400	9,038,400	7,289,800
Bengal	74,188,100	102,381,100	90,047,400
Straits Settlements	8,407,700	5,558,300	11,038,500
Ceylon	1,257,000	2,003,700	1,488,700
Australia	2,315,200	4,806,000	6,639,400
Other countries	25,636,500	23,806,300	29,414,300
Total unbleached or bleached	247,681,700	287,256,700	285,212,300
Total printed, dyed, or colored	92,448,100	124,196,000	121,989,200
Total mixed materials, cotton predominating	1,341,800	2,532,700	3,767,700
Grand total	341,471,600	413,985,400	410,969,200

Other manufactures of cotton show as follows:

	1879.	1880.	1881.
Lace and patent net....£	141,165	183,776	247,893
Hosiery of all sorts....£	82,573	92,805	114,779
Thread for sewing....lbs.	1,126,163	953,997	1,378,297
Other manfs. not enum'at'd £	70,866	82,040	93,350
Tot. value of cotton manfs. £	4,756,076	5,782,211	5,673,537

The following figures relate to the movements of bullion during the month and eight months:

GOLD.

	1879. £	1880. £	1881. £.
Imports in August	447,067	535,761	945,061
Imports in 8 months	10,168,754	4,547,524	7,001,241
Exports in August	1,122,747	1,117,168	3,109,596
Exports in 8 months	6,332,970	4,736,877	9,660,889

SILVER.

Imports in August	663,141	551,955	501,191
Imports in 8 months	7,803,545	4,485,036	4,880,437
Exports in August	716,261	494,057	606,518
Exports in 8 months	7,408,909	5,333,094	5,278,913

TOTAL GOLD AND SILVER.

Imports in August	1,110,208	1,087,716	1,446,252
Imports in 8 months	18,412,299	9,032,560	11,881,678
Exports in August	1,839,008	1,611,225	3,716,114
Exports in 8 months	13,741,879	10,069,971	14,939,802

The exports of gold to the United States in August amounted to £1,371,289, against £694,570 last year; and during the eight months to £5,658,794, against £790,078 last year.

The weather has been somewhat variable, and in the early part of the week heavy rains fell throughout the country. During the last few days there has been all the appearance of autumn, and the temperature has been low for the time of year. Some progress has been made with harvest work, but it has not been as rapid as could have been desired. The condition of the produce is for the most part unsatisfactory. The trade for wheat was dull in the early part of the week at an average reduction of about 4s. per quarter, but the market closes with rather a better appearance.

During the week ended September 3 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 21,320 quarters, against 16,635 quarters last year and 16,570 quarters in 1879; while in the whole kingdom it is computed that they were 85,280 quarters, against 66,540 quarters and 66,280 quarters. Since harvest the sales in the 150 principal markets have been 33,990 quarters, against 28,864 quarters in 1880 and 34,329 quarters in 1879, the estimate for the whole kingdom being 136,000 quarters, against 115,000 quarters and 137,500 quarters in the corresponding periods respectively of the two previous seasons. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply of wheat in the United States is also given:

	1881.	1880.	1879.	1878.
Imports of wheat.cwt.	2,017,194	3,777,215	3,316,448	1,878,493
Imports of flour	458,464	415,939	337,885	184,785
Sales of home-grown produce	589,160	498,500	595,000	1,540,250
Total	3,064,818	4,691,654	4,249,333	3,603,528
Deduct exports of wheat and flour	57,025	46,412	53,518	100,665
Result	3,007,793	1,645,242	4,195,815	3,502,863
Av'ge price of English wheat for season (qr.)	53s. 6d.	43s. 8d.	48s. 1d.	45s. 6d.
Visible supply of wheat in the U. S. bush.	19,500,000	14,400,000	17,045,773	12,804,250

The following return shows the extent of the imports and exports of cereal produce into and from the United Kingdom during the first two weeks of the season, compared with the corresponding period in the three previous seasons.

IMPORTS.

	1881.	1880.	1879.	1878.
Wheat....cwt.	2,017,194	3,777,215	3,316,448	1,876,493
Barley	73,085	140,150	118,376	267,892
Oats	548,211	710,168	440,469	368,563
Peas	11,768	19,550	21,184	99,589
Beans	107,000	48,438	79,868	100,325
Indian corn	1,397,542	2,016,596	1,171,825	1,671,333
Flour	458,464	415,939	337,855	184,785

EXPORTS.

	1881.	1880.	1879.	1878.
Wheat....cwt.	51,779	40,631	45,235	96,614
Barley	1,264	755	714	3,762
Oats	555	2,077	469	415
Peas	840	4,744	7,755	852
Beans	2,502	339	1,371	225
Indian corn	32,973	10,414	86,158	6,593
Flour	5,246	5,881	8,283	4,021

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the season just concluded, compared with the corresponding period in three previous seasons, together with the principal countries whence those supplies were derived:

WHEAT.

From—	1880-81. *Cwt.*	1879-80. *Cwt.*	1878-79. *Cwt.*	1877-78 *Cwt.*
Russia	2,255,226	4,820,758	9,398,304	8,999,607
United States	37,662,181	38,138,729	29,492,691	29,424,359
Brit. N. America	3,165,053	4,788,113	3,363,177	3,582,698
Germany	689,808	2,386,690	4,319,289	5,605,897
France	3,195	6,143	11,985	61,108
Chili	1,182,231	1,791,205	548,959	182,596
Turkey, &c.	346,828	2,460	288,889	237,914
Egypt	1,188,532	2,287,946	1,124,081	562,113
British India	5,178,551	2,486,182	716,281	3,880,152
Australia	4,237,712	3,107,465	2,461,059	1,578,602
Other countries	81,443			
Total	55,990,760	59,815,691	51,724,715	54,135,041

FLOUR.

Germany	1,235,883	938,080	861,190	1,331,047
France	235,918	266,288	355,901	937,912
United States	8,198,628	7,026,966	5,381,339	3,237,645
Brit. N. America	407,119	463,780	393,106	349,085
Other countries	2,165,014	1,736,612	2,132,854	2,195,171
Total	12,242,562	10,431,726	9,124,388	8,051,660

Annexed is a return showing the estimated value of the imports of cereal produce into the United Kingdom during the season just concluded, compared with the three previous seasons:

	1880-1.	1879-80.	1878-9.	1877-8.
Wheat	£29,701,361	£34,379,137	£25,452,581	£32,241,960
Barley	4,336,126	5,503,936	3,993,089	5,879,971
Oats	3,925,204	5,528,685	4,012,432	4,538,446
Peas	933,984	804,440	589,352	806,525
Beans	978,318	1,116,673	649,334	1,141,201
Indian corn	11,391,160	9,675,967	10,305,004	12,880,523
Flour	9,817,312	8,692,143	7,134,925	7,268,945
Total	£61,083,465	£65,700,981	£52,136,697	£64,717,641

It thus appears that during the past season the cost of our imports of cereal produce was about £4,500,000 less than in the former season, which is principally due to diminished payments on account of wheat, barley and oats. Indian corn and wheat flour have, however, cost about £3,000,000 more.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Sept. 23:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51 11/16	51 11/16	51 11/16	51 5/8	51 11/16	51 11/16
Consols for money.....	99 5/16	99 11/16	99 11/16	99 5/16	99 5/16	99 5/16
Consols for account.....	99 3/8	99 3/16	99 3/16	99 7/16	99 7/16	99 5/16
Fr'ch rentes (in Paris) fr.	85·05	84·80	84·80	84·85	84·80	84·55
U. S. 5s ext'n'd into 3 1/2s	104 1/4	104 1/4	104	104 1/4	104 1/4	104 1/4
U. S. 4 1/2s of 1891.....	116 3/4	116 1/2	116 1/2	116 1/2	116 1/2	116 3/4
U. S. 4s of 1907.....	120	120	119 1/2	119 3/4	119 3/4	119 3/4
Erie, common stock.....	45 3/4	45 5/8	46 1/2	48 1/4	47 1/2	47 3/4
Illinois Central.....	135 3/4	134 3/4	135 1/2	137 1/2	136 1/2	137 1/2
Pennsylvania.....	.....	66 7/8	.....	67 1/2	67 1/2	67 5/8
Philadelphia & Reading.	32 7/8	32 3/4	33	33 1/2	35	36 1/4
New York Central.....	147 1/4	147	147 3/4	148 1/2	148	.....

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State..100 lb.	14 9	14 9	14 6	14 6	14 6	14 6
Wheat, No. 1, wh. "	11 1	11 1	11 0	11 0	11 0	11 0
Spring, No. 2... "	10 6	10 6	10 6	10 6	10 6	10 6
Winter, West., n "	11 0	11 0	11 0	11 0	11 0	11 0
Cal. white..... "	10 9	10 9	10 9	10 9	10 9	10 10
Corn, mix., West. "	5 11 1/2	6 0	5 11 1/2	6 0	6 0	6 1 1/2
Pork, West. mess..₱ bbl	78 0	79 0	80 0	80 0	80 0	80 0
Bacon, long clear, cwt..	49 0	49 0	49 0	49 0	53 6	49 0
Beef, pr. mess, new, ₱tc.	90 0	90 0	90 0	90 0	90 0	90 0
Lard, prime West. ₱ cwt.	62 0	61 9	61 3	60 9	61 0	61 0
Cheese, Am. choice, new	62 0	61 0	61 0	61 0	61 0	61 0

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national bank was organized Sept. 19, 1881:

2,562—The Merchants' and Farmers' National Bank of Greensburg, Pa. Authorized capital, $150,000; paid-in capital, $150,000. Lewis Trauger, President; D. W. Shryock, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were $8,601,422, against $9,078,635 the preceding week and $8,550,660 two weeks previous. The exports for the week ended Sept. 20 amounted to $8,345,639, against $7,047,356 last week and $8,442,812 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 15 and for the week ending (for general merchandise) Sept. 16; also totals since January 1:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1878.	1879.	1880.	1881.
Dry Goods.....	$1,868,253	$2,784,233	$2,912,612	$2,694,985
Gen'l mer'dise..	3,783,775	4,590,516	9,884,945	5,906,437
Total.....	$5,652,028	$7,374,749	$12,797,557	$8,601,422
Since Jan. 1.				
Dry Goods.....	$58,357,976	$68,933,919	$98,167,358	$82,233,080
Gen'l mer'dise..	150,705,522	163,123,885	268,468,935	228,562,095
Total.....	$209,063,498	$232,057,804	$366,636,293	$310,795,175

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Sept. 20, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1878.	1879.	1880.	1881.
For the week...	$7,543,295	$8,840,466	$8,728,104	$8,345,639
Prev. reported..	246,836,294	234,906,481	289,590,479	275,090,893
Total s'ce Jan. 1	$254,379,589	$243,746,947	$298,318,583	$283,436,532

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 17 and since January 1, 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1	Week.	Since Jan. 1
Great Britain.....	$.....	$56,260	$1,610,812	$28,761,674
France.....	.....	.....	320,380	3,349,411
Germany.....	.....	6,500	687,560	7,108,949
West Indies.....	.....	2,000	17,800	1,439,180
Mexico.....	.....	.....	5,561	242,166
South America.....	.....	210,156	4,785	611,688
All other countries.....	.....	100,430	40,200	1,327,339
Total 1881.....	$.....	$375,346	$2,687,098	$42,840,407
Total 1880.....		2,128,902	4,327,585	22,523,021
Total 1879.....	105,000	2,052,038	5,898,626	25,949,325
Silver.				
Great Britain.....	$231,130	$7,498,275	$16,059	$209,695
France.....	14,000	83,650	.....	20,065
Germany.....	.....	120,609	.....	60,389
West Indies.....	.....	10,204	1,137	655,291
Mexico.....	.....	.....	20,879	1,054,113
South America.....	.....	24,337	5,550	133,857
All other countries.....	.....	24,280	.....	19,257
Total 1881.....	$245,130	$7,761,355	$43,625	$2,152,607
Total 1880.....	.....	3,616,810	15,226	3,811,597
Total 1879.....	68,885	10,381,867	18,635	6,066,187

Of the above imports for the week in 1881, $5,561 were American gold coin and $20,942 American silver coin. Of the exports for the same time, $14,000 were American silver coin.

Chicago & Iowa.—A Rockford dispatch of the 13th said: "The trouble between the Chicago & Iowa and the Chicago Milwaukee & St. Paul roads, which had its origin with the attempted seizure of the Chicago Rockford & Northern Railroad by the Milwaukee force, has finally terminated in the amicable arrangement which has been prophesied for some months. The final adjustment was had yesterday. * * * It is understood that the Milwaukee will have the right of crossing the bridge here and then have forty feet of the Chicago & Iowa right of way. From the east side of Davis Junction they will build a track of their own parallel with the Chicago & Iowa track. At the Junction they connect with their Chicago and Pacific division. The work will be pushed forward speedily, and at no far distant day a new union depot will probably be located where the Chicago & Iowa now stands."—*Railway Review.*

Lake Shore & Michigan Southern.—This company has taken formal possession of the Detroit Hillsdale & Southwestern Railroad. Possession is taken under a lease in perpetuity. The road extends from Ypsilanti, Mich., to Bunkers, Mich., sixty-four miles. It was organized in July, 1871, as the Detroit Hillsdale & Indiana; was sold under foreclosure December 28, 1874, and was reorganized under the present title January 30, 1875.

—Attention is invited to the card of the American Finance Company, a corporation recently organized in this city with a capital stock of $1,000,000, and with offices also in Philadelphia and Chicago. The company's charter confers full banking and trust privileges, but it is said to be the purpose of its directors to do no commercial banking, nor to exercise its functions as a trust company, but to confine its business for the present, at least, to the investment of capital and the conduct of financial negotiations. The President of the company is Mr. John C. Short, who earned a reputation as President of the New York, New England & Western Investment Company, a corporation which he organized about two years ago, and which, under his immediate management, we are informed, returned a dividend of 70 per cent on the capital invested, in the short period of eighteen months. Mr. Wm. P. Watson, the Secretary of the company, was for several years national bank examiner for Chicago and the neighboring districts, and is well known by our banks and bankers.

—Messrs. Donnell, Lawson & Simpson, of 102 Broadway, New York, announce elsewhere that they are prepared to exchange the outstanding issues of the St. Joseph City bonds for the new consolidated 4s, returning the new bonds promptly on receipt of the old ones.

—Attention is called to the notice in our advertising columns of the quarterly dividend of $1 75 per share, payable November 1, 1881, of the Chicago Rock Island & Pacific Railroad Company.

BANKING AND FINANCIAL.

Immediate Redemption of the Called Fives due Oct. 1st, with Full Interest to Maturity.

RE-INVESTMENT OF THE PROCEEDS.

Office of FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT BONDS,

No. 5 NASSAU STREET,

NEW YORK, August 23d, 1881.

The Secretary of the Treasury having given notice that he will redeem, *at any time on presentation*, the Registered Five per cent Bonds of 1881 due October 1st, *with full interest to maturity*, it is no longer any object to holders to retain them; as they can realize at once the full amount which the bonds would bring if held to maturity, and take advantage of the present comparatively low price of other Government Bonds for re-investment of the proceeds, besides making double interest on their money to October 1st.

The notice above referred to applies to *all* the outstanding Registered Fives (except those embraced in the call due May 21), the whole amount having been called in for redemption.

We are prepared to receive the Registered Fives at any time and allow for them the full value of the principal and interest to Oct. 1, in exchange for any of the other issues of Government Bonds, all of which we keep on hand for immediate delivery in any denominations, at current market rates.

We will make exchanges with National Banks having Fives in the Bank Department, substituting any of the other issues of Government Bonds, on the most favorable terms.

As the redemption of the Coupon Fives, which fell due Aug. 12, and of the Registered Fives, now payable,—amounting together to between $40,000,000 and $50,000,000, most of which are held by Institutions, Trusts, and Investors, who will require Government Bonds for re-investment—will create an active demand for Fours, Four-and-a-halfs, and the Three-and-a-half per cent Continued Fives and Sixes, those who act most promptly in making their exchanges or investments will doubtless secure the best results.

Orders, or inquiries for terms of exchange, by mail or telegraph, will receive prompt attention.

FISK & HATCH.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Albany (quar.)	2	Sept. 30	.....
Chicago Rock Isl'd & Pac. (quar.)	1¾	Nov. 1	Oct. 1 to Oct. 25
Denver & Rio Grande (quar.)	1½	Oct. 11	Sept. 25 to Oct. 11

NEW YORK, FRIDAY, SEPTEMBER 23, 1881—5 P. M.

The Money Market and Financial Situation.—The death of President Garfield has been the one subject of absorbing interest this week. It is safe to say that no event in the history of the country has ever called forth such universal grief and sympathy at home and abroad. Mr. Arthur has quietly succeeded to the office of President, taken the usual oath, and simply requested the members of the Cabinet to retain their places for the time being. A special session of the United States Senate has been called for October 10.

These are trite matters, published in all the daily newspapers, but yet they are worth rehearsing as a matter of record in this report, as the orderly, business-like events which have followed one of the greatest tragedies at the seat of government ever witnessed in this or any other country. The wheels of republican government move on in their law-established grooves, and the universal acquiescense of all parties, without a ripple of excitement or dissension, furnishes one more evidence of the inherent strength and stability of our institutions.

There has been rather more activity at the Stock Exchanges, and prices of securities have generally been stronger, with a notable advance in some of the speculative stocks.

The money market has been fairly easy, and borrowers have had no difficulty in supplying themselves with loans on call at 5 @6 per cent on stocks and 4@5 per cent on government bonds. The New York City bank statement last week was unfavorable, and the imports of specie have also fallen off; but the argument is made that if Secretary Windom is determined to keep the money market easy with his Treasury balance, he can let loose more than enough funds to counteract all these influences. Prime commercial paper is quoted at 5½@6 per cent, but we have heard some complaints lately that many of the banks are so loaded up with loans on stock collaterals that they do not care to discount mercantile paper any more, and are getting to look on the transaction as a great favor to merchants.

The Bank of England on Thursday showed a gain in specie for the week of £265,000, and the percentage of reserve to liabilities was 41¾, against 40 11-16 the previous week; the discount rate is unchanged at 4 per cent. The Bank of France shows an increase of 375,000 francs gold and a decrease of 4,575,000 francs silver.

The last statement of the New York City Clearing-House banks, issued September 17, showed a decrease in surplus reserve of $516,925, the total surplus being $454,125, against $971,050 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1881. Sept. 17.	Differ'nces fr'm previous week.		1880. Sept. 18.	1879. Sept. 20.
Loans and dis.	$333,625,800	Dec.	$466,100	$314,123,500	$259,391,000
Specie	65,079,700	Inc.	478,000	66,517,300	19,942,000
Circulation	19,785,800	Inc.	3,600	19,344,500	21,384,900
Net deposits	316,749,500	Inc.	1,921,300	298,922,700	228,271,000
Legal tenders	14,561,800	Dec.	514,600	13,517,700	42,029,400
Legal reserve	$79,187,375	Inc.	$480,325	$74,732,175	$57,067,750
Reserve held	79,641,500	Dec.	36,600	80,035,000	61,971,400
Surplus	$454,125	Dec.	$516,925	$5,302,825	$4,903,650

Exchange.—The market for foreign exchange is still very dull, and the asking rates of leading drawers remain the same as last week. To-day the actual rates for prime bankers' sterling bills were 4 80½@4 81 for 60 days and 4 84@4 84½ for demand, with cable transfers 4 84½@4 85, and prime commercial bills 4 79@4 79½. The actual rates for Continental exchange are as follows: Francs, 5 25⅝ and 5 22½; marks, 93¾ and 94½, and guilders 39⅝ and 39⅞.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying, 5-16 discount, selling, 1-16@3-16 discount; Charleston, buying, ⅛; selling, ¼ discount; New Orleans, commercial, 125@150 discount, bank 100 prem.; Boston, 40@50 discount.

Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers:

September 23.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 80½@4 81½	4 84 @4 85
Prime commercial	4 79½@4 80	4 83 @4 83½
Documentary commercial	4 79 @4 79½	4 82½@4 83
Paris (francs)	5 26¼@5 23¾	5 23⅛@5 20
Amsterdam (guilders)	39½@ 39¾	39⅞@ 40⅛
Frankfort or Bremen (reichmarks)	93¾@ 94	94½@ 94¾

United States Bonds.—The government bond market remains in the same position noticed last week, when the scarcity in supply of 4½ and 4 per cents was noticed and the fact that as these bonds are all held for investment it is only possible to get them by bidding up till some one will sell. The 3½ per cents are kept down by the daily rumors that the Secretary of the Treasury will soon make a call on them for redemption.

The closing prices at the New York Board have been as follows:

	Interest Periods.	Sept. 17.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.	Sept. 23.
6s, continued at 3½	J. & J.	100⅞	*100⅞	.....	101	*100⅞	101
5s, continued at 3½	Q.-Feb.	101⅛	101	.....	101⅛	101⅛	101⅛
4½s, 1891	reg.	Q.-Mar.	*113⅛	113⅛	.....	*113½	*113⅝	*113¼
4½s, 1891	coup.	Q.-Mar.	*113⅛	113⅛	.....	*113½	*113⅝	113½
4s, 1907	reg.	Q.-Jan.	116⅛	*116	.....	*116⅛	*116¼	116⅜
4s, 1907	coup.	Q.-Jan.	117	*117	.....	*117¼	*117¼	*117¼
6s, cur'cy, 1895	reg.	J. & J.	*130	*130	.....	*130	*130	*130
6s, cur'cy, 1896	reg.	J. & J.	*131	*131	.....	*131	*131	*131
6s, cur'cy, 1897	reg.	J. & J.	*132	*132	.....	*132	*132	*132
6s, cur'cy, 1898	reg.	J. & J.	*133	*133	.....	*133	*133	*133
6s, cur'cy, 1899	reg.	J. & J.	*134	*134	.....	*134	*134	*134

* This is the price bid at the morning board; no *sale* was made.

State and Railroad Bonds.—There has been renewed activity in Southern State bonds, and the low-priced bonds have again come to the front. The decision in Minnesota is made use of as a lever to raise the prices of all these securities, and in the street discussions much weight is also placed on the fact that the South is in such a prosperous condition that it is now comparatively easy for her to provide for all obligations. Arkansas Railroad 7s sold to-day at 17½; Virginia deferred, 17⅜; North Carolina special tax, 7⅞@8; Tennessees, 68½.

Railroad bonds have generally been strong on a well-distributed business.

Messrs. A. H. Muller & Son sold the following at auction:

Shares.		*Shares.*	
21	Manhat. Life Ins.	476	200 San Antonio Silver Mining Co. 50c. per sh.
10	Park Fire Ins.	125	100 The Silver Chord Mining Co. 50c. per sh.
46	Jefferson Ins.	155	
9	Corn Exchange Bank	172	
5	Third Avenue RR.	252	
5	Equitable Life Assur. Society of the U. S.	252	
10	Pacific Bank	167	
30	Tradesmen's Nat. Bank	114	
50	Mech. Bank of B'klyn	188	
4	Union Inv. & Prom. Co.	102	
10	Sterling Fire Ins.	70	

Bonds.		
$1,380	Jefferson Ins. scrip	76
1,000	Metrop. Gaslight Co. new 6s, due 1901	107½
5,000	Terre Haute & Logansport RR. 6s, due 1910, guar.	106

Railroad and Miscellaneous Stocks.—The stock market has been more active, with prices generally higher. After the long suspense during the sickness of President Garfield it was anticipated that in case of his death the market would be strongly supported and that prices would rise. This was just what occurred, and the market has since been strong with considerable fluctuations.

In the trunk line stocks the event of most importance now looked for are the quarterly dividends on Lake Shore & Michigan Central, and it is rumored that the former will pay 2 per cent and the latter will pass; but these reports are not to be trusted.

Reading has been one of the most active stocks on strong buying, probably for the next election, as stockholders must be registered by October 8, to enable them to vote at the election in January. A report has been industriously circulated that Mr. W. H. Vanderbilt was a large purchaser on the Gowen side, but there is no positive proof of it.

The Hannibal & St. Joseph corner is said to have been closed up until there are only 2,500 shares outstanding not yet settled up, and the argument in court has been postponed. Central Pacific has been strong, possibly on the publication of the report for 1880 and earnings to July, 1881, which will be found on another page.

Railroad earnings keep up remarkably well, and thus far show no falling off in consequence of the reported failure of crops. The general traffic is very large, and the quantity of grain transported will also be large, unless the export business is choked by the extravagantly high prices maintained by speculation. The following is the report of the Chicago & Northwestern (gross earnings only) from June 1 to Sept. 14 (three months and two weeks).

Earnings.	1880.	1881.
Passenger	$1,370,422	$1,504,678
Freight	4,429,930	5,765,024
Express	83,659	95,679
Mail	85,483	131,538
Miscellaneous	32,858	45,349
Totals	$6,002,354	$7,542,270
Total increase		1,539,915

From the early reports of the Louisville & Nashville Company's operations for the fiscal year ending June 30, 1881, the following table is compiled, showing the net earnings of each part of the great system. These figures show only the net earnings over operating expenses, and the increased interest charge per year will be known as soon as the report is out, in a few weeks.

	1880-1.		1879-80.
Main Stem and Branches	$1,952,651		$1,716,161
Memphis Line	402,169		374,972
Glasgow Railroad	6,881		936
Nashville & Decatur RR.	346,331		413,254
South & North Alabama RR.	251,739		385,518
Henderson Division	401,934	(11 mos.)	249,138
Mobile & Montgomery RR.	258,900	(4 mos.)	4,621
Cumberland & Ohio RR.	15,347	(9 mos.)	6,343
New Orleans & Mobile RR.	191,176	(1 mo.)	18,587
St. Louis Division	288,534	(2 mos.)	58,759
Pontchartrain RR.	def. 10,517	(1 mo)	201
Owensboro & Nashville RR.	def. 4,781	(3 mos.)	def. 847
Pensacola RR.	56,866	(4 mos.)	22,364
Pensacola & Selma RR.	def. 2,158	(4 mos.)	1,044
Selma Div. West. RR. of Alabama	37,446	(2 mos.)	3,220
Total net earnings	$4,198,518		$3,254,280

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Sept. 17.	Monday, Sept. 19.	Tuesday, Sept. 20.	Wednesday, Sept. 21.	Thursday, Sept. 22.	Friday, Sept. 23.	Sales of the Week, Shares.	Range Since Jan. 1, 1881. Lowest.	Highest.	For Full Year 1880. Low.	High
RAILROADS.											
Albany & Susquehanna	....	....	....	*125	*125	128 128	.....	120 Jan. 5	131 May 16	100	120
Boston & N. Y. Air-Line pref	....	....	....	....	64½ 64½	....	500	45 Apr. 7	71½ July 13	37	61¾
Buffalo Pittsburg & Western	....	....	....	....	....	....	15	37 Feb. 26	48⅞ June 15	.....	.....
Burlington Cedar Rapids & No.	78 78	....	....	..... 80½	* 81	* 81	.....	69 Feb. 24	90 May 26	50	80⅛
Canada Southern	65½ 66⅛	65⅛ 65⅜	65¼ 66⅞	65⅜ 65⅞	63 65⅜	64 64½	11,685	62½ Aug. 22	90 Jan. 14	40	81⅜
Cedar Falls & Minnesota	....	25 25	....	....	....	27 27	100	16 Jan. 18	40¾ June 20	14	29
Central Iowa	....	....	....	....	....	....	.....	31 Feb. 5	45 May 23	25	37
Central of New Jersey	95 96⅜	95⅛ 95⅞	95⅝ 96½	95⅝ 97	95¾ 96⅜	95¾ 97⅛	32,600	82½ Jan. 4	112 Feb. 17	45	90¼
Central Pacific	91¼ 91⅞	91¼ 91⅜	91¼ 92	92¼ 93⅞	93¼ 93⅝	94 95⅞	37,580	80½ Feb. 25	102⅞ June 18	63	97½
Chesapeake & Ohio	29¼ 29¼	*29 29¾	....	*29 30	29½ 29¾	29¼ 29¼	1,950	20¾ Jan. 19	33⅞ May 14	15	25¾
Do 1st pref	39¾ 39¾	*39 40¼	....	40¼ 40¼	39½ 40¼	40 40	875	32¾ Jan. 12	48¼ May 14	.....	36¼
Do 2d pref	*30¾ 31½	*29 31¼	30½ 31	*30 31	30¾ 30⅞	*30½ 31½	520	23 Jan. 25	36⅞ May 14	17	27¼
Chicago & Alton	131 131¾	....	131 131	131½ 131¾	130½ 130½	*131 132½	1,037	127 Aug. 20	156 Jan. 5	99½	159½
Do pref	*139	....	....	*139	*138	*138	.....	140 Mar. 22	153 Jan. 7	117	160
Chicago Burlington & Quincy	161 162¼	159¼ 160¼	159¾ 161½	160½ 162½	160 161	161 161¼	7,637	147½ Sept. 2	182½ Jan. 17	113	183½
Chicago & Eastern Illinois	....	....	....	....	....	....	.....	60 Apr. 21	95 May 17	.....	.....
Chicago Milwaukee & St. Paul	119¼ 120⅝	119⅛ 120¼	119½ 121	x113⅞ 115½	113¾ 114¼	113⅝ 114⅝	48,520	101½ Feb. 25	129¼ June 6	86½	114¾
Do pref	132 132½	131⅛ 131½	132¼ 132¼	x126½ 126½	....	125¾ 125⅞	1,325	117 Feb. 25	140 May 26	99	124⅛
Chicago & Northwestern	125⅝ 127⅛	125¼ 126½	126½ 127	126½ 127¼	126¼ 127⅛	126⅝ 127¼	24,650	117 Feb. 25	136 Jan. 19	87⅛	130
Do pref	137⅜ 138¼	137½ 137½	138¼ 138¼	138 138	*138 139	....	800	131⅛ Feb. 26	147½ Jan. 17	104	146½
Chicago Rock Isl. & Pacific	137 138½	136¾ 136¾	136¾ 136⅞	137¼ 137½	137⅛ 137½	137 137	2,585	129 Feb. 26	148⅝ May 21	100½	204
Chicago St. L. & New Orleans	*78	....	....	....	....	....	.....	40 Jan. 4	88 May 23	22	48
Chicago St. Paul Minn. & Om.	42½ 43⅞	42⅝ 43	42¾ 44⅞	43¼ 44⅛	43 44⅝	44¼ 44⅞	30,900	36¾ Aug. 22	51 Jan. 22	.....	.....
Do pref	106¾ 107⅜	106⅞ 107⅛	107⅜ 107⅝	107½ 108¼	107⅝ 108⅜	108 108⅛	29,475	91 Feb. 25	109½ Jan. 24	.....	.....
Cincinnati Sandusky & Clev	....	....	....	....	....	50⅛ 50⅛	.....	41½ Feb. 1	68¼ June 22	.....	.....
Cleveland Col. Cin. & Ind	91⅜ 92½	92⅛ 92¾	93 95	95⅜ 99¾	96⅛ 99¾	96¼ 97½	11,200	81 Feb. 25	101¾ May 23	61	96½
Cleveland & Pittsburg guar	....	135 135	....	*135	....	*135	70	127¼ Jan. 29	142 May 10	106¾	129½
Columbus Chic. & Ind. Central	21 21	21 21¼	21 22	22 22	21½ 21½	21⅝ 22	2,870	18¾ Aug. 20	32⅞ May 20	9½	25⅛
Danbury & Norwalk	....	....	....	....	....	....	.....	60 May 12	77 May 24	50	53
Delaware Lackawanna & West	125½ 126⅝	125½ 126¼	126¼ 127⅛	126⅛ 127⅜	126⅛ 126¾	126⅜ 127	106,200	107 Jan. 4	131 Mar. 9	68½	110¼
Denver & Rio Grande	87⅝ 89¼	87⅝ 88⅝	88¼ 90¼	88⅞ 90½	88¼ 89⅛	89 89¼	76,640	80 Aug. 22	113¼ June 7	61½	86½
Dubuque & Sioux City	86¼ 86¾	87⅛ 87⅛	....	88 88	*86½ 90	*87 90	715	76½ Apr. 8	88 June 14	60	83
East Tennessee Va. & Ga	15⅝ 16	....	....	16 16	13 13⅞	13⅜ 14¾	3,765	13 Sept. 22	21 Aug. 4	.....	.....
Do pref	....	....	....	30 30	27 29	28 29	1,135	27 Sept. 22	33 Aug. 6	.....	.....
Georgia RR. & Banking Co	....	....	....	....	....	....	.....	175 Aug. 17	175 Aug. 17	.....	.....
Hannibal & St. Joseph	....	....	....	....	....	....	300	44¾ Jan. 4	350 Sept. 1	227½	50⅞
Do pref	113¾ 121	118⅜ 121	118 118½	115½ 118½	115 116¼	115½ 116½	28,316	94 Feb. 26	121 Sept. 17	63½	105
Harlem	....	....	....	215 215	....	....	50	197 Jan. 8	250 May 23	158	200
Houston & Texas Central	93¼ 93⅜	....	....	....	92⅜ 92⅞	....	700	63 Feb. 26	106 June 18	49¾	91½
Illinois Central	131 132	130½ 131⅞	....	131⅜ 132¼	131½ 131½	132½ 132⅝	6,535	124 Jan. 4	146½ May 21	99½	127⅝
Indiana Bloom'n & West., new	46¾ 47⅜	....	46½ 46¾	46½ 46½	46½ 46½	46½ 47½	2,200	38½ Aug. 18	57½ May 19	.....	.....
Keokuk & Des Moines	....	19½ 19½	19½ 19½	....	....	....	200	14 Jan. 10	30¼ June 2	9	20½
Do pref	....	....	....	....	....	52 52	.....	41 Jan. 4	56 Jan. 27	25	43½
Lake Erie & Western	53 54⅛	53¼ 53¼	53¼ 55½	55 55⅞	53¾ 55¼	52½ 54¼	9,100	38½ Jan. 4	65¾ June 2	20¼	42¾
Lake Shore	123⅜ 123⅞	123 125	126⅝ 127½	125⅞ 127⅝	126⅛ 126⅞	125⅝ 126⅛	138,810	118 Feb. 24	135¾ Jan. 20	95	139⅝
Long Island	50½ 51½	51½ 51½	....	....	52 52	52 52½	1,736	44 June 4	63 June 30	20	24
Louisiana & Missouri River	....	....	....	....	....	....	.....	16½ Jan. 26	38 Feb. 21	.....	.....
Do pref	....	....	....	....	....	....	.....	42 June 22	48 June 23	.....	.....
Louisville & Nashville	96¾ 97⅛	96¾ 97½	97⅞ 98½	98 98¾	97½ 98¼	98 98½	10,766	79 Feb. 25	110½ May 18	77	174
Louisville New Albany & Chic	....	....	....	....	....	....	.....	58 Jan. 7	117½ June 11	30	109
Manhattan	21¼ 22⅛	21½ 22½	....	22¼ 22¾	22 22¼	21½ 21½	5,710	15¼ Aug. 9	46½ Feb. 14	21	57½
Manhattan Beach Co	....	....	....	....	28 28	28 28	450	23 Aug. 20	59⅝ May 26	30	50
Marietta & Cincinnati, 1st pref	19 19	16½ 17	....	....	....	....	2,440	9 Jan. 4	24 May 2	3¾	18
Do 2d pref	12¼ 12¼	....	....	....	....	....	6	Jan. 4	19 May 21	2½	12½
Memphis & Charleston	78 78	....	79 79	79 79	77 77	....	1,549	41 Feb. 18	93 June 13	29⅛	43
Metropolitan Elevated	84½ 84½	*84 84½	84¼ 84¾	84¾ 84¾	86 86⅝	86¼ 87	4,010	77¾ Sept. 5	126 Feb. 14	83	121
Michigan Central	93⅞ 95⅞	94½ 95⅝	95 96	93 95⅝	92¾ 94⅝	93¼ 94⅛	76,930	91¼ Aug. 22	126½ Jan. 20	75	130⅛
Milwaukee L. Sh. & West., pref	51⅝ 52¾	50½ 51½	50 51¾	51 51¾	51 52½	52¾ 53	4,000	42 Mar. 22	64⅞ June 2	.....	.....
Milwaukee & Northern	....	....	....	....	....	....	.....	53 May 20	59 May 27	.....	.....
Missouri Kansas & Texas	40 41⅝	39½ 40⅜	40 41¼	40⅜ 41½	40⅜ 41⅝	41¾ 42⅜	27,370	37 Aug. 22	54 May 21	28⅛	49¼
Missouri Pacific	104 105⅜	104½ 105½	105⅛ 106¼	106¼ 107½	106⅛ 107¼	107⅛ 108	24,900	85 Jan. 28	114½ June 14	.....	.....
Mobile & Ohio	36 36¾	36 36	35½ 35½	*36 37	36 36	36½ 37	1,520	18¼ Feb. 26	39¾ June 23	12	29¼
Morris & Essex	124¾ 124¾	123½ 123½	....	123 123	124 124	....	295	118 Feb. 25	131 June 10	100	123
Nashville Chattanooga & St. L	89 89	87¾ 89	88½ 88½	85½ 85½	85 85	*82 86	4,600	63 Jan. 4	102 Mar. 21	47½	128
New York Central & Hudson	141¾ 144	142⅝ 143¾	143⅝ 144	143¼ 143½	142⅞ 143¼	142¾ 143⅛	17,915	140 Feb. 25	155 Jan. 3	122	155⅜
New York Elevated	106¾ 107½	107 107	107 107	107⅞ 108	108 110	110⅛ 111	2,760	96 Aug. 23	130½ Feb. 15	109	127¼
New York Lake Erie & West	44⅜ 45½	44⅜ 45⅜	45 46⅜	45⅝ 46⅝	45¾ 46⅝	45½ 46⅝	186,484	41¼ July 26	52⅞ Jan. 15	30	51⅛
Do pref	88¾ 89⅝	89½ 89¾	89 89	89 89¾	89 89¾	89 89½	3,680	80½ July 27	95 Jan. 10	47	93½
New York & New England	....	....	....	....	....	....	.....	60 May 10	84⅛ June 11	.....	.....
New York New Haven & Hart	....	183 184	....	181½ 181½	182½ 182½	182 182	195	164¼ Mar. 25	190 June 13	155	180
New York Ontario & Western	30⅞ 31½	30⅝ 31	31⅛ 31⅝	31¼ 31⅝	31⅛ 31½	31⅛ 31½	18,890	27⅝ Aug. 22	43½ Feb. 2	20	32⅝
Do pref	....	....	....	....	....	....	.....	70 May 14	90 Jan. 29	70	85⅜
Norfolk & Western	....	....	....	....	....	....	.....	23½ July 24	26 Aug. 2	.....	.....
Do pref	55 55	53 54¼	54 54⅛	55 56⅜	55 55½	56½ 57	4,700	53 Aug. 26	70 May 26	.....	.....
Northern Pacific	39¼ 39½	38¾ 39⅛	39⅛ 39¾	39½ 39½	39⅜ 39⅜	40⅜ 40⅞	5,830	32¾ Jan. 13	51 Mar. 17	20	36
Do pref	78⅞ 80	78¾ 79¼	79 80⅛	79¼ 80	78⅝ 79⅛	79⅛ 80⅛	45,182	64⅛ Jan. 25	88⅛ June 24	39⅜	67½
Ohio Central	27½ 28¼	27½ 27¾	27⅞ 28¾	28 29	28 28⅞	28¾ 29¼	9,325	23⅛ Jan. 5	37⅞ May 21	14	28⅛
Ohio & Mississippi	44 45¾	43¼ 43⅞	43⅜ 43⅛	44 45⅛	43½ 45	44⅝ 46⅝	17,700	35⅛ Aug. 22	60 Sept. 9	23	44½
Do pref	....	....	....	....	....	....	.....	97¾ Jan. 8	126 May 21	57¾	102
Ohio Southern	....	....	....	....	....	25 25	.....	23 Aug. 26	37½ June 10	.....	.....
Panama	....	....	....	....	....	....	.....	219½ Jan. 7	280 June 24	168	225
Peoria Decatur & Evansville	40 42	39⅛ 40⅝	40¼ 41½	41 41⅞	40½ 41¼	41 41½	8,800	27¼ Jan. 4	56 June 27	18	28½
Philadelphia & Reading	63⅝ 65	63½ 64⅞	64¼ 65⅞	65⅜ 66⅞	67 70½	70 73	132,970	50 Feb. 25	73½ Feb. 9	13½	72⅜
Pittsburg Ft. Wayne & Chic	....	....	....	....	141 141	....	20	127 Jan. 19	142 May 17	112	129
Rensselaer & Saratoga	....	....	....	140 140	....	....	48	130 Jan. 7	146 June 10	111	129
Rich. & Allegh., stock trust ctfs	....	....	46 46	....	46 47¼	46 46	605	40 Aug. 22	80 June 23	.....	.....
Rochester & Pittsburg	....	....	....	....	....	....	.....	25⅜ Aug. 26	50 June 18	.....	.....
Rome Watertown & Ogdensb'g	....	....	....	....	....	....	.....	25 Apr. 1	50½ June 3	19⅞	35
St. Louis Alton & Terre Haute	....	....	44 46	....	....	....	300	39 Feb. 28	77½ May 12	15	42
Do pref	....	....	....	....	....	91½ 91½	.....	86 July 19	143¾ May 25	42½	113
St. Louis & San Francisco	46½ 47	45½ 46	....	46½ 46½	*45½ 46½	* 46½	3,300	39 Mar. 24	55 June 14	25¼	48
Do pref	75 75	74 74	74 74½	74¼ 77	74 74	73 73	1,350	61 Jan. 3	81¼ June 13	33	65
Do 1st pref	....	107½ 107½	....	107 107	107 107	*106½ 107½	1,900	90 Feb. 25	115½ June 29	60	100
St. Paul & Duluth	....	....	....	28 28	....	....	30	26 Feb. 9	42⅜ May 4	25	40
Do pref	....	85 85	....	....	....	....	142	70 Mar. 8	89½ May 25	50	79¼
St. Paul Minneap. & Manitoba	....	....	....	102 102	102½ 102½	103 103	300	88½ Jan. 7	107 July 9	67	88
Scioto Valley	....	....	....	....	....	....	.....	43½ July 16	44½ July 16	.....	.....
Texas & Pacific	51½ 53	51½ 52	52 53¼	52⅛ 53½	51¾ 53¼	53 54½	19,825	41½ Jan. 4	73⅜ June 14	30	47⅜
Toledo Delphos & Burlington	....	....	....	25 25½	25 25	25 26	2,000	23 Mar. 10	38 May 13	.....	.....
Union Pacific	121⅝ 123½	121 122⅜	122⅛ 123⅜	122 123¼	121½ 122⅜	122⅜ 123	57,420	105½ Feb. 25	133¾ July 7	80	113¾
United Companies of N. J	190½ 190½	....	....	....	....	....	27	186 May 12	191½ Aug. 24	157½	180
Wabash St. Louis & Pacific	50 51¼	50⅛ 50⅞	50½ 51½	50⅜ 51⅜	50⅛ 53	51⅞ 53⅛	46,800	39 Feb. 25	60 June 30	26½	48
Do pref	88½ 89⅝	88⅝ 89¼	89 90¾	89½ 90¾	89⅞ 94¾	92⅝ 94	41,533	77 Feb. 25	96¼ May 16	51¼	.....
MISCELLANEOUS.											
American District Telegraph	....	....	50 50	54 55	55 55	....	770	46 June 29	74¼ Feb. 12	50	81
Delaware & Hudson Canal	109¼ 109½	108⅝ 109⅛	109⅛ 109½	109 109¾	109 109½	109¼ 109¾	5,315	89⅝ Jan. 4	115¼ Mar. 7	60	92¾
New York & Texas Land	*45	*45	....	*45 50	*45½ 50	*45½ 50	.....	30 Jan. 15	49 Aug. 2	25	30
Oregon Railway & Nav. Co	....	159¾ 160	....	....	161¾ 161¾	161 161	610	135 Jan. 3	190 Feb. 21	102	147
Pacific Mail	49¾ 51	49 50	50 50⅞	50⅜ 51	50⅝ 51⅝	51 51½	30,220	45¾ Jan. 4	62¼ Feb. 18	27½	62
Pullman Palace Car	....	135 135	....	134¾ 134¾	*132 135	*130 135	510	130¼ May 14	151 Jan. 3	107½	146
Sutro Tunnel	1¾ 1¾	1⅝ 1⅝	1⅝ 1⅝	1½ 1⅝	....	....	9,500	1 Feb. 5	2½ Apr. 12	1½	4⅛
West. Union Tel., ex-certificates	88 89⅜	87½ 88⅝	88⅝ 90⅛	x87¼ 89	87⅜ 88⅛	87½ 88⅛	213,793	77 Apr. 19	94 June 20	.....	.....
EXPRESS.											
Adams	*136 138	*136 138	....	*136 138	138 138	137 137	40	120 Jan. 5	141½ Aug. 13	106½	122
American	89 89	87⅝ 87⅝	....	88¼ 88¼	88 88	89 89	355	62⅝ Jan. 6	89 Sept. 15	54	66¾
United States	69½ 69½	*67 68¼	....	*67 69	*68½ 70	*68½ 70	115	51½ Jan. 4	75 June 11	42	55
Wells, Fargo & Co	135 136	133 133	....	131 131	*131 134	134 134	750	112 Jan. 4	142 June 18	100	118
COAL AND MINING.											
American Coal	....	....	....	....	....	....	.....	60 May 23	65 May 23	55	55
Colorado Coal & Iron	54 54½	....	55¼ 55¼	54½ 55½	54¼ 54⅝	54⅛ 54½	2,120	35 Jan. 3	67 June 7	19½	42½
Consolidation Coal	....	....	....	....	....	....	.....	31 Apr. 19	43 Jan. 15	28	39¾
Homestake Mining	*19 20	....	....	*19 19½	*19 19½	*19 20	.....	15½ July 15	29¼ Jan. 4	26	39
Little Pittsburg Mining	*2¾ 3	....	....	....	*2¾ 3	*2¾ 3	.....	1⅞ Jan. 5	8¼ Feb. 7	1⅞	30⅛
Mariposa Land & Mining	....	....	....	....	....	....	.....	¾ Jan. 4	9 Apr. 22	2½	4¾
Maryland Coal	..... 27¾	....	....	* 27	* 27	*26 27	.....	24 Aug. 26	35 May 27	16	27
Ontario Silver Mining	*35½ 36½	....	....	*36 37	*35½ 36¾	*35½ 36½	.....	33½ Jan. 10	38½ June 10	30	39¾
Quicksilver Mining	14½ 14⅝	*14 15	....	*14 15	*14 14½	14 14	125	12½ Sept. 7	21¼ July 7	9	24⅛
Do pref	60½ 61	*60 61	61½ 61½	*60 61	....	* 31	1,000	53 Jan. 5	75½ July 7	45	78⅛
Standard Consol. Mining	21 21¼	....	....	21¾ 22¼	22½ 22½	22½ 22½	890	21 Aug. 6	27 Feb. 17	20	34
Cameron Coal	....	39½ 40¾	40½ 41	41 41	40¾ 41	40¾ 40⅞	3,000	25 Apr. 27	45¾ May 26	.....	.....
Central Arizona Mining	*1⅞ 2	2 2	....	2 2	*1⅞ 2	*1⅞ 2	150	1½ July 25	7 Feb. 14	2	21½
Cumberland Coal & Iron	....	....	....	....	....	....	.....	10 June 1	20 June 3	23	70
Deadwood Mining	....	....	....	....	....	....	.....	1 June 8	7 Jan. 8	6	25½
Excelsior Mining	5½ 5¾	....	....	....	*5½ 6	*5¾ 6½	250	5½ Sept. 17	14 Jan. 3	11½	25½
New Central Coal	....	....	....	1½ 1½	....	....	300	1 June 8	7 Jan. 8	6	25½
Silver Cliff Mining	....	26 26	....	26 26	....	26 26	400	25¾ Aug. 22	35¼ Feb. 9	20	35
								3¼ Jan. 11	7 Apr. 13	2¼	6¾

* These are the prices bid and asked—no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	77	78
Class A, 2 to 5, small	78	.....
Class B, 5s, 1906	93	.....
Class C, 4s, 1906	80	.....
6s, 10-20s, 1900	102	.....
Arkansas—		
6s, funded, 1899-1900	28	36
7s, L. Rock & Ft. S. iss.	17⅛	.....
7s, Memp. & L. Rock RR	17	.....
7s, L. R. P. B. & N. O. RR	16	.....
7s, Miss. O. & R. R. RR.	15	16⅞
7s, Arkansas Cent. RR.	15	.....
Connecticut—6s, 1883-4	105	.....
Georgia—6s, 1886	110	.....
7s, new, 1886	111	113½
7s, endorsed, 1886	.....	.....
7s, gold, 1890	118½	119
Louisiana—		
7s, consol., 1914	66¾	67
7s, small	.....	.....
Michigan—		
6s, 1883	105	.....
7s, 1890	120	.....
Missouri—		
6s, due 1882 or 1883	.....	.....
6s, due 1886	.....	.....
6s, due 1887	109	112
6s, due 1888	109½	112
6s, due 1889 or 1890	110	.....
Asyl'm or Univ., due '92	110	.....
Funding, 1894-'95	112½	.....
Hannibal & St. Jo., '86-'87	107	.....
Do do '87-'90	107½	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1883	102	.....
6s, loan, 1891	120	.....
6s, loan, 1892	121	.....
6s, loan, 1893	122	.....
N. Carolina—6s, old, J. & J.	37	.....
6s, old, A. & O.	37	.....
No. Carolina RR., J. & J.	140	.....
Do A. & O.	140	.....
Do coup. off, J. & J.	120	.....
Do coup. off, A. & O.	120	.....
Funding act, 1866-1900.	13	15
Do 1868-1898.	13	15
New bonds, J. & J., '92-8	22	.....
Do A. & O.	22	.....
Chatham RR.	5	8
Special tax, class 1, '98-9	7	9
Do class 2	7	8½
Do class 3	6¾	7½
Consol. 4s, 1910	.....	90
Small.	.....	.....
Ohio—		
6s, 1886	110	.....
Rhode Island—		
6s, coupon, 1893-99	120	.....
South Carolina—		
6s, Act Mar. 23, 1869 } non-fundable, 1888. }	11½	.....
Brown consol'n 6s, 1893	103	105⅜
Tennessee—6s, old, 1892-8	69½	.....
6s, new, 1892-8-1900	.....	68½
6s, new series, 1914	68½	69
Virginia—6s, old	35	.....
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	115	.....
6s, ex-matured coupon	.....	.....
6s, consol., 2d series	42	.....
6s, deferred	17¼	.....
District of Columbia—		
3-65s, 1924	107	107½
Small bonds	107	.....
Registered	107	.....
Funding 5s, 1899	110	.....
Do small	.....	.....
Do registered	110	.....

RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Atch. T. & S. Fe—4½, 1920	‡101	.....
Balt. & O.—1st, 6s, Prk. Br.	.....	.....
Bost. H. & E.—1st mort.	69¾	.....
Bur. Ced. R. & No.—1st, 5s	100⅝	100¾
Minn. & St. L.—1st, 7s, gu	‡120	.....
Iowa C. & West.—1st, 7s	110	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	110
Central Iowa—1st, 7s, '99	‡.....	114½
Cheasp. & O.—Pur. m'y fd.	.....	.....
6s, gold, series A, 1908	‡.....	107
6s, gold, ser. B, int. def.	85¼	86¾
6s, currency, int. def	58	58¼
Chicago & Alton—1st m.	123	.....
Income 7s, 1883	.....	107
Sinking fund, 6s, 1903	‡111	115
Joliet & Chicago—1st m.	.....	.....
La. & Mo.—1st m., guar.	.....	120
2d mort., 7s, 1900	.....	.....
St. L. Jack. & Ch.—1st m	.....	.....
1st, guar. (564), 7s, '94	.....	120
2d m. (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—8 p.c., 1st m., '83	107	.....
Consol mort., 7s, 1903	131½	132
5s, sinking fund, 1901	.....	.....
C. R. I. & P.—6s, coup., 1917	125½	129
6s, 1917, registered	125	129
Keo. & Des M.—1st, g., 5s	‡107	.....
Central of N. J.—1st m., '90	117	118
1st consol., assented, '99	115⅛	116
Conv., assented, 1902	116	118
Adjustment, 7s, 1903	108	.....
Leh. & W. B.—Con. g'd. as.	109½	110½
Am. Dock & Im.—Ass'd.	134	.....
C. M. & St. P.—1st, 8s, 1885	136	.....
2d m., 7 3-10, P. D., 1898	‡120	.....
1st m., 7s, $ g., R. D., 1902	‡124	.....
1st m., La C. Div., 1893	.....	.....
1st m., I. & M., 1897	‡123	.....
1st m., I. & D., 1899	123	.....
1st m., C. & M., 1903	125	.....
Consol. 7s, 1905	124	124⅜
2d mort., 7s, 1884	.....	110
1st, 7s, L. & D. Ext., 1908	‡123	.....
S. W. Div., 1st, 6s, 1909	106½	.....
1st, 5s, La. & Dav., 1910	94	96
1st S. Minn. Div., 6s, 1910	105½	.....
1st m., H. & D., 7s, 1910	116½	117½
Ch. & Pac. Div., 6s, 1910	108	109
1st Chic. & P. W., 5s, 1921	95	98
Min'l Pt. Div., 5s, 1910	94	97
C. & N. west.—S. f., 7s, 1885	107	.....
Interest bonds, 7s, 1883	108½	109
Consol. bonds, 7s, 1915	133½	.....
Extension bonds, 7s, '85	.....	.....
1st mort., 7s, 1885	‡108½	.....
Coupon gold, 7s, 1902	124½	.....
Reg., gold, 7s, 1902	.....	.....
Sinking fund, 6s, 1929	110¾	110⅞
Sinking fund, reg.	110	110⅞
Iowa Midl'nd—1st m., 8s	.....	.....
Galena & Chic.—Exten.	.....	102
Peninsula—1st m., conv.	.....	.....
Chicago & Mil.—1st m.	.....	127
Winona & St. P.—1st m.	‡106	.....
2d mort., 7s, 1907	.....	124
C. C. C. & Ind's—1st, 7s, s. f.	‡125	.....
Consol. mort., 7s, 1914	‡125	.....
C St. L. & N. O.—Ten. lien, 7s	115	.....
1st m., conv., 7s, 1897	115	.....
C. St. P. M. & O.—Cons., 6s	103¼	103½
C. St. P. & M.—1st, 6s, 1918	113	.....
No. Wisc.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	112½	113
Chic. & E. Ill.—1st, s.f., cur.	‡.....	113
Del. L. & W.—7s, conv. '92	.....	.....
Mort. 7s, 1907	124	126
Syr. Bing. & N. Y.—1st, 7s	.....	126
Morris & Essex.—1st m.	133½	140
2d mort., 1891	.....	119
Bonds, 7s, 1900	.....	.....
7s of 1871-1901	.....	.....
1st m., consol., guar., 7s	125	126
Del. & H. C.—1stm., 7s, 1884	107	108
1st mort., 7s, 1891	.....	118
1st mort., ext., 7s, 1891	‡115	.....
1st mort., coup., 7s, '94	120	.....
1st mort., reg., 7s, '94	.....	120
1st, Pa. Div., coup., 7s, 1917	.....	129½
Reg., 7s, 1917	127½	.....
Alb. & Susq.—1st m., 7s	‡114	.....
2d mort., 7s, 1885	.....	.....
1st, cons., guar. 7s, 1906	130	.....
Rens. & Sar.—1st, coup.	138	.....
1st mort., reg., 1921	138	.....
Denv. & Rio Gr.—1st, 1900	117	117¼
1st, consol., 7s, 1910	110¼	.....
Denv. So. P. & Pac.—1st, 7s	105	106
E. T. Va. & Ga.—1st cons. 5s	80	.....
Erie—1st mort., extended.	129½	.....
2d mort., ext'd 5s, 1919	107½	.....
3d mort., 7s, 1883	105½	.....
4th mort., ext'd, 5s, 1920	110	.....
5th mort., ext., 7s, 1888	‡112	115
1st, consol., gold, 7s, 1920	‡127	128½
Long Dock bonds, 7s, '93	‡.....	.....
Buff. N. Y. & E.—1st, 1916	‡.....	130
Erie—Continued—		
N. Y. L. E. & W.—New 2d, 6	‡103	104
1st, consol., fd. cp., 7s	.....	.....
2d, consol., fd. cp., 5s	‡.....	100
Fl't & P. Marq.—M. 6s, 1920	114½	.....
Gal. Har. & S. Ant'o—1st, 6s	.....	107
1st, La Gr. Ext., 6s, 1910	‡108	114
2d mort., 7s, 1904	110¾	112
Gulf Col. & S. Fe—7s, 1909	115	120
Han. & St. Jos.—8s, conv.	110	111½
Houston & Texas Cent.—		
1st mort., l. gr., 7s	111½	113
1st mort., West. Div., 7s	109¾	110½
1st mort., Waco & N., 7s	115	117
2d, consol., main line, 8s	.....	.....
2d, Waco & N., 8s, 1915	.....	.....
Income and indemn'y, 7s	.....	.....
Gen. mort., 6s, 1921	.....	105½
Ill. Cent.—Dub. & S. C., 1st	104	.....
Dub. & S. C., 2d Div., 7s	‡110	.....
Ced. F. & Minn.—1st m.	115	.....
Ind. Bl. & W.—1st, pref., 7s	123	.....
1st mort., 3-4-5-6s, 1909	91	95
2d mort., 3-4-5-6s, 1909	78	.....
Indianap. D & Spr.—1st, 7s	105	107
Int. & Gt. No.—1st, 6s gold	109½	111
Lake Shore & Mich. S.—		
Mich. So. & N. I. s.fd. 7s	‡111¾	.....
Cleve. & Tol.—Sink. fd.	.....	111
New bonds, 7s, 1886	.....	.....
Cleve. P. & Ash.—7s	.....	.....
Buff. & Erie—New bds.	‡126⅞	.....
Buff. & State Line—7s	.....	.....
Kal. & W. Pigeon—1st	‡110	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	‡123	.....
Consol., coup., 1st., 7s	127½	.....
Consol., reg., 1st, 7s	‡127⅜	.....
Consol., coup., 2d, 7s	125	.....
Consol., reg., 2d, 7s	.....	126
Louisville & Nashville—		
Consol., 7s, 1898	121⅝	121¾
2d mort., 7s, gold, 1883	‡104	.....
Cecilian Br'ch—7s, 1907	.....	111
N. O. & Mob.—1st, 6s, 1930	105	.....
E. H. & N.—1st, 6s, 1919	‡100	.....
Gen'l mort., 6s, 1930	106¼	106½
Pensacola Div.—6s, 1920	104	.....
St. L. Div.—1st, 6s, 1921	105	.....
2d mort., 3s, 1980	54	.....
Nashv. & Dec.—1st, 7s	116	.....
S. & N. Ala.—S. f., 6s, 1910	‡.....	107
L. Erie & W.—1st, 6s, 1919	107½	.....
Sandusky Div., 6s, 1919	102½	103½
Laf. Bl. & M.—1st, 6s, 1919	107	108
Louisv. N. Alb. & C.—1st, 6s	.....	105½
Manhat. B'ch Co.—7s, 1899	.....	95
Mex. C. M. & T.—1st m., '97	106¼	.....
Marietta & Cin.—1st, 7s	119	.....
1st mort., sterling	.....	.....
Metrop'lit'n El.—1st, 1908	99	99½
2d mort., 6s, 1899	85	88
Mich. Cent.—Con., 7s, 1902	125½	.....
1st mort., 8s, 1882, s. f.	106	.....
Equipm't bonds, 8s, '83	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	99	99½
Registered, 5s, 1931	‡98½	.....
Jack. Lan. & S.—6s, 1891	‡.....	112
Mil. & No.—1st, 4-5-6s, 1910	101	.....
Mil. L. S. & W.—1st 6s, 1921	.....	107½
Mo. K. & T.—Gen., con., 6s	88⅛	89⅜
Cons., assented, 1904-6	106	106¼
2d mort., income, 1911	81¾	83½
H. & Cent. Mo.—1st, '90	112	.....
Mobile & O.—New m., 6s	‡113	113½
Morgan's La. & Te. x, 1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	118⅝	119
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	.....	107
6s, 1887	112	.....
6s, real estate, 1883	‡104½	.....
6s, subscription, 1883	‡104½	.....
N. Y. C. & H.—1st m., cp.	137	138
1st mort., reg., 1903	‡137	.....
Huds. R.—2d & f., '85	.....	.....
Canada So.—1st, int. gu.	99⅛	99⅜
Harlem—1st m., 7s, cp.	135	.....
1st mort., 7s, reg., 1900	.....	.....
N. Y. Elev'd—1st, 7s, 1906	116	117
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	.....	92
N. Y. & New Eng.—1st, 7s.	120	.....
1st m., 6s, 1905	.....	.....
Nevada Cent.—1st m., 6s.	.....	100
N. Pac.—G. l. gr., 1st con. 6s	.....	103
Registered 6s, 1921	‡.....	103¼
N. O. Pac.—1st, 6s, g., 1920	93	95
Norf. & W.—G. l. m., 6s, 1931	.....	107⅝
Ohio & Miss.—Consol. s. f.	120	121½
Consolidated 7s, 1898	‡120	.....
2d consolidated, 7s, 1911	120	.....
Spring'd Div.	112	.....
Ohio Cent.—1st, 6s, 1920	100¼	100½
1st m., Ter'l Tr., 6s, 1920	.....	100
Ohio So.—1st M., 6s, 1921.	90	93
Panama—S. F. sub. 6s, 1897	.....	110
Peoria Dec. & Ev.—1st, 6s	107½	109
Evans. Div., 1st, 6s, 1920	‡.....	105½
Pac. RRs.—C. Pac.—G., 6s.	114⅝	115½
San Joaquin Branch..	.....	.....
Cal. & Oregon—1st m.	106½	107¼
Cen. Pacific.—Continu'd		
State Aid bonds, 7s, '84	.....	107¾
Land grant bonds, 6s	‡.....	108¼
West. Pac.—Bonds, 6s	‡111	113
So. Pac. of Cal.—1st, 6s.	.....	105¾
Union Pacific—1st mort.	116	117
Land grants, 7s, '87-9	‡116¾	.....
Sinking funds, 8s, '93	.....	124¼
Registered 8s, 1893	‡123	.....
Collateral trust, 6s	.....	112
Kans. Pac.—1st, 6s, '95	110	.....
1st m., 6s, 1896	111	.....
Den. Div., 6s, ass'd, '99	111½	.....
1st cons., 6s, 1919	106¾	.....
Cent. Br. U. Pac.—1st, 6s	.....	.....
Funded coups., 7s, '95	.....	.....
Atch. C. & P.—1st, 6s, 1905	100¾	101½
At. Jew. Co. & W.—1st, 6s	.....	100
Utah So.—Gen., 7s, 1909	109⅞	.....
Mo. Pac.—1st consol., 6s	.....	.....
3d mortgage, 7s, 1906	‡.....	.....
Pacific of Mo.—1st, 6s	107¾	108½
2d mort., 7s, 1891	113	.....
St. L. & S. F.—2d, 6s, cl. A	105	110
3-6s, class C, 1906	‡93½	.....
3-6s, class B, 1906	.....	96
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	107
So. Pacific of Mo.—1st m	‡.....	107
Tex. & Pac.—1st, 6s, 1905	‡105	.....
Consol., 6s, 1905	‡99	102
Income & 'd gr. reg.	76⅝	77
1st, Rio G. Div., 6s, 1930	91½	92
Pennsylvania RR—		
Pa. Co's guar. 4½s 1st c.	.....	102
Registered, 1921	.....	.....
Pitts. Ft. W. & Ch.—1st m	‡137	138
2d mort., 7s, 1912	‡131	.....
3d mort., 7s, 1912	‡131	.....
Clev. & Pitts.—Cons., s. f	129	132
4th mort., 6s, 1892	113	.....
Col. Ch. & I. C.—1st, cons	.....	130
2d con., 7s, 1909	.....	.....
1st, Tr't Co. ctfs., ass'd	‡.....	124
2d, Tr't Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs., suppl.	.....	123
St. L. V. & T. H.—1st g., 7s	‡.....	125
2d mort., 7s, 1898	.....	.....
2d m., guar., 7s, 1898	.....	.....
Rome W. & Og.—Con., 1st.	95	97
Roch. & Pitt.—1st, 6s, 1921	103	106
Rich. & All'g.—1st, 7s, 1920	105½	108
Scioto Val.—1st, cons., 7s.	.....	108
St. Louis & I. Mount.—1st	115¼	117
2d mort., 7s, 1897	110⅛	110¼
Arkansas Br.—1st mort.	111	112½
Cairo & Fulton—1st m.	110¾	111¼
Cairo Ark. & T.—1st m.	.....	112
Gen. c. r'y & l. g., 5s, 1931	90½	91
St. L. Alton & T. H.—1st m.	.....	.....
2d mort., pref., 7s, 1894	‡.....	113
2d mort., income, 7s, '94	.....	107
Belleville & S. Ill.—1st m.	119	.....
St. P. Minn. & Man.—1st, 7s	.....	112
2d mort., 6s, 1909	107½	.....
Dakota Ext.—6s, 1910	108½	109
Tex. Cen.—1st, s. f., 7s, 1909	110½	.....
Tol. Del. & Bur.—Main, 6s	.....	95
1st, Dayt. Div., 6s, 1910	.....	95
1st, Ter'l trust, 6s, 1910	.....	.....
W. St. L. & P.—Gen. m., 6s	100	101
Chic. Div.—5s, 1910	91	95
Hav. Div.—6s, 1910	.....	104½
Tol. P. & W.—1st, 7s, 1917	117	118
Wabash—Mort. 7s of '09	111½	113
Tol. & W.—1st, ext., 7s	110½	.....
1st, St. L. Div., 7s, 1889	106¾	110
2d mort., ext., 7s, '93	110½	111
Equipm't bonds, 7s, '83	51	55
Consol., conv., 7s, 1907	108	.....
Gt. West.—1st, 7s, '88	107¾	109
2d mort., 7s, 1893	110½	111
Q. & T.—1st, 7s, 1890	105	.....
Ill. & S. I.—1st, 7s, 1882	‡100	.....
Han. & Naples—1st, 7s	.....	.....
St. L. K. C. & N.—Rec. 7s	112	114
Om. Div.—1st mort., 7s	117	.....
Clarinda Br.—6s, 1919	.....	102
St. C. B.—1st, 7-8s, 1908	102	.....
No. Missouri—1st, 7s.	.....	123
West. U. Tel.—1900, coup.	119⅞	120
1900, reg.	119¾	120
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & Nav.—1st, 6s	109	110
INCOME BONDS.		
(Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918.	‡.....	97½
Central of N. J.—1908.	98	100
Chic. St. L. & N. O.—2d, 1907	100	.....
Col. Chic. & I. C.—Inc. 7s, '90	75	.....
Cent. Ia.—Coup. deb. certs.	.....	.....
Chic. St. P. & M.—L. g. inc. 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	109
E. T. Va. & G.—Inc., 6s, 1931	53	55
Ind. Bl. & West.—Inc., 1919	75	.....
Ind. & Dec. & Spr'd—2d inc.	50⅛	59
Trust Co. certificates	.....	.....
Int. & Gt. North.—2d Inc.	‡.....	100
2d assented, 6s, 1909	.....	.....
Lake E. & W.—Inc. 7s, '99	72	74
Sand'ky Div.—Inc., 1920	65	72½
Lehigh & W. B. Coal—1888	.....	98
Laf. Bl. & Mun.—Inc. 7s, '99	75	.....
Mil. L. S. & W.—Incomes.	.....	85
Mob. & O.—1st pref. deben.	97¼	97½
2d pref. debentures	69⅞	70
3d pref. debentures	‡.....	62
4th pref. debentures	.....	60
N. Y. Lake E. & W.—Inc. 6s.	.....	92
N. Y. P. & O.—1st inc. ac. 5-7	.....	57
N. O. M. & Tex.—Deb. scrip	.....	.....
Ohio Cent.—Income, 1920	56	56½
Ohio So.—2d Inc., 6s, 1921	41	48
Ogdensb. & L. C.—Inc. 1920	.....	.....
Peoria D. & Ev.—Incomes	80	83
Evansv. Div.—Inc., 1920	80	82¾
Roch. & Pitts.—Inc., 1921	43	48
St. Louis I. Mt. & So.—		
1st, 7s, pref. int. accum.	98	99
2d, 6s, int. acc'mulative	.....	93
St'gI. & R'y.—Ser. B., inc. '94	.....	.....
Plain Income 6s, 1896	30	38
St. L. A. & T. H.—Div. b'nds	‡.....	62
Tol. Del. & B.—Inc. 6s, 1910	.....	51½
Dayton Div.—6s, 1910	40	.....
Tex. & St. L.—L. g., inc. 1920	.....	.....

Miscellaneous List.

(Broker's Quotations.)

Bost. Har. & E. new stock	‡2⅜	2⅝
Chic. & Can. So.—1st, g., 7s	45	54
Chic. & S'west.—7s, guar.	‡120	124¾
Cin. Ind. St. L. & Chic.—		
1st mort., 6s, 1920	104	106
Cin. & Ind.—1st, 7s, '92	110	112
2d, 7s, 1887	105	107
Ind. Cin. & Laf.—7s, '97	112	114
7s, 1888	106	.....
Col. & Hock. Val.—1st, 7s	‡117	.....
2d mort., 7s	‡110	.....
Col. & Toledo—1st m., 7s.	‡120	124
2d mort., 7s	‡115	118
Des M. & Ft. Dodge—1st, 6s	108	111
Galv. H. & Hen.—7s, g., '71	79	81
Gr. Rapids & Ind.—1st, 7s	118	120
1st mort., 7s, guar.	‡112	.....
Ex-land grant	104	.....
Stock	16	20
Indianap. & Vinc.—1st, 7s	111	.....
2d mort., 6s	102	106
Kansas & Neb.—1st mort.	82	85
2d mort.	27	32
Long Island—1st mort.	112	114
2d mort.	.....	107
Midland of N. J.—1st, new-	95	96
Income, "A"	15	17
Income, "B"	12	14
Stock	25	30
N. J. So.—Int. guar., 6s, '99	102	103½
N. Y. & G'nw'd L.—1st, 7s, n	50	55
2d mort.	13	17
St. Joseph & Pac.—1st m.	88½	90½
2d mort.	30	35
St. Jos. & West'n—Stock.	15	17½
South Side, L. I.—1st, 7s.	100	106
Tex. & St. L.—1st, 6s, 1910	.....	91
Utah Central—1st mort.	106	108
Utah Southern—1st mort.	109	110
Wis. Cent.—1st series, new	78	80
2d series, new	53	55

Southern Securities

(Broker's Quotations.)

STATES.		
So. Car.—Consol. 6s (good)	.....	.....
Browne, consol.	103	105
Virginia—New 10-40s	54	55
RAILROADS.		
Atl. & Gulf—Consol. 7s, '97	110	115
Atl. & Charlotte—1st, 7s.	103¾	110½
Income, 6s	92	95
Stock	76	77
Car. Central—1st, 6s, 1923	95	100
Cent. Ga.—Consol. m., 7s.	116½	118
Stock	120	123
Charl'te C. & A.—Consol. 7s	108	.....
2d mort., 7s	103	105
Stock	52	62
Chic. St. L. & N. O.—New 5s	.....	107
E. Tenn. Va. & Ga.—1st, 7s	116	119
Georgia Railroad—7s	‡122	124
6s	‡110	112
Memph. & Char.—1st, cons.	117	120
1st, consol., Tenn. lien	117	.....
Miss. Central—1st m., 7s.	108	111
2d mort., 8s	107	110
N. O. & Jackson—1st, 8s.	112	115
Certificate, 2d mort., 8s	116	120
Northeast., S. C.—1st m., 8s	127	.....
2d mort., 8s	119	.....
Port Royal & Aug.—1st, 6s	104	107
Rich. & Dan.—1st, cons., 6s	103½	110
Stock	105	106¾
Southw. Ga.—Conv. 7s, '86	120	.....
Stock	.....	.....
S. Carolina RR.—1st m., 7s	106	.....
Stock, assessment paid	38	42
7s, 1902, non-enjoined	122	123
Non-mort. bonds	70	75
Western, N. C.—1st, 7s	103	105

* Prices nominal. † And accrued interest. ‡ No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	140	...
Am. Exchange	100	126	128
Bowery	100	...	...
Broadway	25	121	...
Butchers' & Drov'rs'	25	121	...
Central	100	131	....
Chase	100	100	....
Chatham	100	120	....
Chemical	100	1781	....
Citizens'	25	...	....
City	100	230	....
Commerce	100	150	....
Continental	100	...	125
Corn Exchange*	100	155	....
East River	25	....	..
Eleventh Ward*	25	....	..
Fifth	100	....	....
Fifth Avenue*	100	....	....
First	100	....	....
Fourth	100	128	....
Fulton	30	130	140
Gallatin	50	....	....
German American*	75	92	....
German Exchange*	25	....	..
Germania*	100	....	....
Greenwich*	100	....	....
Hanover	25	....	..
Hanover	100	135	....
Imp. and Traders'	100	....	....
Irving	50	....	....
Island City*	50	....	...
Leather Manuf'rs'	100	150	....
Manhattan*	50	....	....
Marine	100	....	155
Market	100	....	....
Mechanics'	25	155	....
Mechanics' Assoc'n	50	92	100
Mechanics' & Tr'drs'	25	....	....
Mercantile	100	120	....
Merchants'	50	130	....
Merchants' Exch'ge	50	102	102½
Metropolis*	100	....	....
Metropolitan	100	....	....
Mount Morris*	100	....	....
Murray Hill*	100	....	....
Nassau*	100	167	....
New York	100	....	....
New York County	100	....	....
N. Y. Nat'l Exch'ge	100	....	..
Ninth	100	....	....
North America*	70	....	....
North River*	30	....	....
Oriental*	25	....	..
Pacific*	50	145	....
Park	100	165	170
People's*	25	....	....
Phenix	20	109	111
Produce*	50	....	....
Republic	100	....	....
St. Nicholas	100	....	....
Seventh Ward	100	....	....
Second	100	....	....
Shoe and Leather	100	....	....
Sixth	100	....	....
State of New York	100	....	....
Third	100	....	....
Tradesmen's	40	....	120
Union	50	....	....
United States	100	....	....
West Side*	100	....	....

Insurance Stock List.

[Quotations by E. S. BAILEY, Broker, No. 7 Pine Street.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	163	167
American Exchange	100	112	115
Bowery	25	2 5	....
Broadway	25	200	210
Brooklyn	17	190	....
Citizens'	20	160	170
City	70	125	130
Clinton	100	135	....
Columbia	30	60	70
Commercial	50	100	110
Continental	100	250	....
Eagle	40	230	240
Empire City	100	98	100
Exchange	30	105	....
Farragut	50	125	130
Firemen's	17	88	100
Firemen's Trust	10	110	....
Franklin & Emp	100	120	124
German-American	100	180	190
Germania	50	155	160
Globe	50	118	....
Greenwich	25	....	200
Guardian	100	60	70
Hamilton	15	135	140
Hanover	50	155	160
Hoffman	50	....	75
Home	100	150	158
Howard	50	117	123
Importers' & Tr'd'rs	50	95	100
Irving	100	75	85
Jefferson	30	150	....
Kings County (Bkn.)	20	200	210
Knickerbocker	40	60	70
Lafayette (Br'klyn)	50	112	....
Lamar	100	....	90
Lenox	25	65	70
Long Island (B'klyn)	50	115	120
Lorillard	25	60	70
Manufac'rs' & Build.	100	140	146
Manhattan	100	108	110
Mech. & Traders'	25	160	170
Mechanics' (B'klyn)	50	150	160
Mercantile	50	80	90
Merchants'	50	120	125
Montauk (Brooklyn)	50	115	....
Nassau (Brooklyn)	50	150	....
National	37½	118	....
New York Equitable	35	155	163
New York Fire	100	110	....
New York & Boston	100	65	....
New York City	100	60	....
Niagara	50	185	195
North River	25	105	112
Pacific	25	220	233
Park	100	125	128
Peter Cooper	20	190	210
People's	50	115	140
Phenix	50	135	140
Relief	50	85	95
Republic	100	75	80
Rutgers'	25	150	....
Standard	50	130	135
Star	100	104	108
Sterling	100	65	70
Stuyvesant	25	115	....
Tradesmen's	25	105	110
United States	25	130	140
Westchester	10	115	....
Williamsburg City	50	210	....

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by George H. Prentiss, Broker, 17 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate.	Date. *	Bid.	Ask.
Brooklyn Gas Light Co	25	2,000,000	Var.	5	Apr., '81	125	127
Citizens' Gas Co (Bklyn)	20	1,200,000	Var.	2½	Aug., '80	50	53
do bonds	1,000	315,000	A. & O.	7	1898	103	107½
Harlem	50	1,850,000	F. & A.	3	Feb. '78	90	92
Jersey City & Hoboken	20	750,000	J. & J.	7	Jan., '81	150	160
Manhattan	50	4,000,000	J. & J.	5	Aug., '81	210	215
Metropolitan	100	2,500,000	M. & S.	7½	Aug. '81	152	154
do bonds	500	1,000,000	F. & A.	8	....	....	113
Mutual, N. Y.	100	5,000,000	Quar.	1½	July, '81	80	90
do bonds	1,000	1,000,000	F. & A.	..	1882	100	104
Nassau, Brooklyn	25	1,000,000	Var	2½	Dec. '80	60	62½
do scrip	Va.	700,000	M. & N.	3½	May, '81	98	100
New York	100	4,000,000	M. & N.	4	....	109	110
People's (Brooklyn)	10	1,000,000	J. & J.	3½	Jan., '76	32	35
Bonds	1,000	375,000	M. & N.	7	1897	103	105
Bonds	50	Var.	125,000	Var.	6	1900 &	90	92
Central of New York	50	466,000	F. & A.	3	July, '80	62	65
Williamsburg	50	1,000,000	Quar.	2	July, '81	60	65
do bonds	1,000	1,000,000	A. & O.	6	1900	101	104
Metropolitan, Brooklyn	100	1,000,000	M. & N.	2½	July, '81	63	65
Municipal	100	3,000,000	....	5	June, '81	190	192
do bonds	....	750,000	M. & N.	6	1888	105	110
Fulton Municipal	100	1,500,000	....	....	....	68	72

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

					*		
Bleecker St. & Fult. Ferry—St'k	100	900,000	J. & J.	¾	July, '81	23½	26
1st mortgage	1,000	694,000	J. & J.	7	J'ly,1900	113	115
Broadway & Seventh Av.—St'k	100	2,100,000	Q—J.	2	Jn, '81	132	135
1st mortgage	1,000	1,500,000	J. & D.	7	June '84	103½	106
Brooklyn City—Stock	10	2,000,000	Q—F.	3½	Aug., '81	190	200
1st mortgage	1,000	300,000	M. & N.	7	Nov., '80	102	110
Broadway (Brooklyn)—Stock	100	200,000	Q—J.	3	July, '81	150	160
Brooklyn Crosstown.—St'k	100	400,000	A. & O.	2	July, '81	100	....
1st mortgage bonds	1,000	300,000	J. & J.	7	1888	102½	105
Bushwick Av. (B'klyn)—Stock	100	500,000	Q—J.	2½	July, '81	110	....
Central Pk. N. & E. riv.—Stock	100	1,800,000	Q—J.	2	July, '81	124	130
Consolidated mort. bonds	1,000	1,200,000	J. & D.	7	Dec.1902	118	120
Christopher & Tenth St.—Stock	100	650,000	F. & A.	2½	Aug., '81	92	96
Bonds	1,000	250,000	J. & J.	7	1898	100	110
Dry Dock E.B. & Batt'y—Stock	100	1,200,000	Q—F.	3	Aug., '81	190	....
1st mortgage, consolidated	500&c	900,000	J. & D.	7	June, '98	114	118
Eighth Avenue—Stock	100	1,000,000	J. & J.	3	July, '81	185	....
1st mortgage	1,000	203,000	J. & J.	7	Jan., '84	100	110
42d St. & Grand St. Ferry—St'k	100	748,000	M. & N.	6	May, '81	185	....
1st mortgage	1,000	238,000	A. & O.	7	Apr., '93	110	115
Central Cross Town—Stock	100	600,000	....	....	....	60	70
1st mortgage	1,000	200,000	M. & N.	7	Nov.1904	105	110
Houst. West St. & Pav. F'y—St'k	100	250,000	....	....	....	90	....
1st mortgage	500	500,000	J. & J.	7	July, '93	105	110
Second Avenue—Stock	100	1,199,500	J. & J.	2½	July, '81	118	125
2d mortgage	1,000	150,000	A. & O.	7	Apr., '85	103	....
Consol. convertible	1,000	1,050,000	M. & N.	7	Oct., '80	107½	110
Extension	500&c	200,000	M. & S.	7	Sept., '83	106	....
Sixth Avenue—Stock	100	750,000	M. & N.	5	Feb., '81	250	275
1st mortgage	1,000	500,000	J. & J.	7	July, '90	110	115
Third Avenue—Stock	100	2,000,000	Q—F.	5	Aug., '81	190	....
1st mortgage	1,000	2,000,000	J. & J.	7	July, '90	110	115
Twenty-third Street—Stock	100	600,000	F. & A.	4	Aug., '81	145	155
1st mortgage	1,000	250,000	M. & N.	7	May. '93	105	112

*This column shows last dividend on *stocks*, but the date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka 1st m. 7s	122	....
do land grant 7s	....	....
do land inc. 8s	....	....
Atlantic & Pacific, 6s	93¾	100
do income	45¾	....
Boston & Maine 7s	128	129
Boston & Albany 7s	....	....
do 6s	....	....
Boston & Lowell 7s	....	....
do 6s	....	....
Boston & Providence 7s	....	....
Burl. & Mo., land grant 7s	....	....
do Nebr. 6s Ex	....	....
do Nebr. 6s	....	....
do Nebr. 8s	90	91
Chicago Burl. & Quincy 4s	91	....
Conn. & Passumpsic, 7s, 1897	....	....
Connecticut Valley, 7s	96	98
Eastern, Mass., 4½s, new	..	110½
Fitchburg RR., 6s	....	....
do 7s	....	....
Fort Scott & Gulf 7s	....	113
Hartford & Erie 7s	69¾	70
K. City Lawrence & So. 4s	....	100½
Kan. City, St. Jo. & C. B. 7s	118	119
Little R'k & Ft. Smith, 7s, 1st	....	114½
Mexican Central, 7s	....	87½
New York & New Eng. 6s	....	110¾
do 7s	118	118¾
New Mexico & So. Pac. 7s	117¾	118
Ogdensburg & Lake Ch. 6s	103	....
do Inc.	....	....
Old Colony, 7s	....	....
Old Colony, 6s	....	....
Pueblo & Ark. Valley, 7s	118½	119
Rutland 6s, 1st mort.	....	....
Vermont & Mass. RR., 6s	....	....
Vermont & Canada, new 8s	....	....
STOCKS.		
Atchison & Topeka	138½	139¾
Boston & Albany	171½	173
Boston & Lowell	....	....
Boston & Maine	153	154
Boston & Providence	163	....
Cheshire preferred	....	....
Chic. & W. Michigan	85	....
Cin. Sandusky & Clev	24¾	....
Concord	....	....
Connecticut River	....	....
Conn. & Passumpsic	....	....
Connecton Valley	....	26½
Eastern (Mass.)	47¾	....
Eastern (New Hampshire)	....	....
Fitchburg	....	....
Flint & Pere Marq	31	....
do pref	100½	....
Fort Scott & Gulf, pref	..	124
do common	..	90
Iowa Falls & Sioux City	.x	88
Little Rock & Fort Smith	76	76½
Manchester & Lawrence	175	....
Mar. Hough. & Ont.	....	72
Mar. Hough. & Ont., pref	....	....
Nahuaus & Lowell	150	....
New York & New England	....	....
Northern of N. Hampshire	....	....
Norwich & Worcester	....	....
Ogdensb. & L. Champlain	43	45
do pref	....	....
Old Colony	128¼	....
Portland Saco & Portsmouth	130	133
Pullman Palace Car	28	....
Rutland, preferred	....	....
Revere Beach & Lynn	123	125
Vermont & Massachusetts	132½	....
Worcester & Nashua	65	66
Wisconsin Central	25¼	26
do pref	....	..
PHILADELPHIA.		
STATE AND CITY BONDS.		
Penna. 5s, g'd, int., reg. or cp	....	....
do 5s, reg., 1882-1892	....	....
do 5s, new, reg., 1892-1902	118	....
do 6s, 10-15, reg., 1877-'82	....	....
do 6s, 15-25, reg., 1883-'92	....	101½
do 4½ reg., 1894-1904	....	....
Philadelphia, 5s reg	....	....
do 6s, n., reg., prior to '95	....	....
do 4s, various	....	....
RAILROAD STOCKS.		
Allegheny Valley	....	....
Buffalo Pitts. & Western	21¾	22
do pref	....	....
Camden & Atlantic	22	....
do do pref	26	....
Catawissa	....	21
do pref	....	57
do new pref	....	57
Delaware & Bound Brook	....	120
East Pennsylvania	....	....
Elmira & Williamsport	40	....
do do pref	55	60
Har. P. Mt. Joy & Lancaster	....	....
Huntingdon & Broad Top	....	14¼
do do pref	24½	24¾
Lehigh Valley	....	....
Little Schuylkill	55¼	....
Minehill	62	62½
Nesquehoning Valley	57	....
Norristown	....	110
Norfolk & Western, pref	....	....
do do com	....	....
North Pennsylvania	....	60
Pennsylvania	65¼	65¾
Philadelphia & Erie	21¾	....
Philadelphia & Reading	35¼	35⅜
Philadelphia & Trenton	....	....
Phila. Wilming. & Baltimore	....	....
St. Paul & Duluth R.R. Com	....	....
do pref	....	....
United N. J. Companies	187	190
West Chester consol. pref	....	....
West Jersey	37	....
West Jersey & Atlantic	....	....
CANAL STOCKS.		
Lehigh Navigation	44¼	44¾
Pennsylvania	....	....
Schuylkill Navigation, pref	....	....
do pref	12¼	....
Susquehanna	....	....
RAILROAD BONDS.		
Allegheny Val., 7 3-10s, 1896	....	124½
do 7s, E. ext., 1910	122	....
do Inc. 7s, end., '94	....	58
Belvidere Del. 1st m. 6s, 1902	118	119¼
do 2d m. 6s, '85	108	....
do 3d m. 6s, '87	105	....
Camden & Amboy 6s, coup., '88	....	....
do 6s, c.	105	....
do mort. 6s, '89	116	116¾
Cam. & Atl. 1st m. 7s, g., 1893	....	121
do 2d m. cur. 7s, 1890	106	110

SECURITIES.	Bid.	Ask.
Cam. & Burlington Co. 6s, '97	....	....
Catawissa 1st, 7s, conv., '82	....	....
do chat. m., 10s, '88	....	....
do new 7s 1900	118	....
Connecting 6s, 1900-1904	....	....
Chartiers Val., 1st m. 7s, C., 1901	....	....
Delaware mort., 6s, various	....	124¼
Del. & Bound Br., 1st, 7s, 1905	....	....
East Penn. 1st mort. 7s, '88	....	....
El. & W'msport, 1st m., 7s, '80	....	....
do 5s, perp	101	102
Easton & Amboy, 5s	....	..
Harrisburg 1st mort. 6s, '84	104	....
H. & B. T. 1st m. 7s, gold, '90	....	....
do cons. m. 6s, 1905	93¾	....
Ithaca & Athens 1st g. 4, 7s, '93	....	....
Junction 1st mort. 6s, '82	....	....
do 2d mort. 6s, 1900	....	128
Lehigh Valley, 1st, 6s, cp., 1898	....	127
do do reg., 1898	....	127
do 2d m. 7s, reg., 1910	....	134
do con. m., 6s, rg., 1923	....	122
do new loan 6s, reg	....	123
Little Schuylkill, 1st m. 7s, '82	....	....
N. O. Pac., 1st m. 6s, 1920	....	97
North. Penn. 1st m. 6s, cp., '85	....	....
do 2d m. 7s, cp., '96	....	....
do gen. m. 7s, cp., 1903	123	....
do gen. m. 7s, reg., 1903	122	....
do new loan 6s, reg	....	108
Oil Creek 1st m. 7s, coup., '83	102	....
Pittsb. Titusv. & B., 7s, cp., '96	....	90
do Scrip	....	....
Pa. & N.Y.C. & RR. 7s, 1896	....	....
do 1906	....	129½
Pennsylv. gen. m. 6s, cp., 1910	....	....
do gen. m. 6s, rg., 1910	127	130
do cons. m. 6s, rg., 1905	....	....
do cons. m. 6s, cp., 1905	....	122½
do co 5s	....	....
Penn. Co., 6s, reg	....	110
do do 4½s	....	100
Perkiomen 1st m. 6s, coup., '81	....	....
Phil. Wilm & Bal. 4s, Tr. certs	97¼	98
Phila. & Erie 2d m. 7s, cp., '88	....	118
do cons. mort. 6s, 1920	....	....
po do 5s, 1920	....	109
Phila. Newt'n & N.Y., 1st m.	....	....
Phil. & R. 1st m. 6s, ex. due 1910	120	....
do do 1910	....	124
do 2d m., 7s, cp., '93	123	....
do cons. m. 7s, cp., 1911	125	....
do cons. m. 6s, g. 1911	116	....
do imp. m., 6s, g., C. 1897	....	....
do gen. m. 6s, g., C. 1908	95¾	96
do fu. m., 7s, coup., '96	....	90
do d. b. coup., 1893	....	....
do do coup. off, 1893	....	78
do scrip, 1892	....	....
do conv. 7s, R. C., 1893	....	....
do 7s, coup. off, '93	68	70
Phil. & R. Coal & Ir'n deb. 7s, 92	....	....
do deb. 7s, cps. off	....	95
do mort., 7s, 1902-5	....	....
Phila. Wilm. & Balt. 6s, '84	....	....
Pitts. Cin. & St. L. 7s, cou., 1900	....	....
do do 7s, reg., 1900	....	121
Rich. & Danv. cons. int. 6s, 19 5	116½	....
Shamokin V. & Pottsv. 7s, 1901	....	....
Stonebrv. & Ind. 1st, 6s, 1884	105	....
Stony Creek 1st m. 7s 1907	....	....
Sunb. Haz. & W. 1st m., 8s, '23	23	33
do 2d m. 6s, 1938	....	....
Sunbury & Erie 1st m. 7s, '97	....	....
Syra. Gen. & Corn'g, 1st, 7s, 1905	....	110
Texas & Pac. 1st m. 6s, g., 1905	90	....
do R. Gr. and D. Y.	....	102
do cons. m. 6s, g., 1905	....	....
do inc. & l. gr., 7s 1915	103	....
Union & Titusv. 1st m. 7s, '90	....	....
United N. J. cons. m. 6s, '94	113	....
Warren & F. 1st m. 7s, '96	121	....
West Chester cons. 7s, '91	101¾	....
West Jersey 6s, deb., coup., '86	115	....
do 1st m. 6s, cp., '96	....	....
do 1st m. 7s, '99	....	....
do cons. 6s, 1909	....	....
W. Jersey & Atl. 1st m 5s, cp.	113	....
Western Penn. RR. 6s, cp. '83	111	....
do 6s P. B., '96	....	....
CANAL BONDS.	89	90
Ches. & Del. 1st m., 6s, 1886	107	....
Lehigh Naviga. m., 6s, reg., '84	....	....
do mort. RR., rg., '97	....	....
do mort. gold, '97	....	120½
do cons. m. 7s, rg., 1911	....	....
Morris, boat loan, reg., 1885	100	....
Pennsylvania 6s, cp., 1910	....	....
Schuylk. Nav. 1st m. 6s rg., '97	....	94
do 2d m. 6s, reg., 1907	....	....
BALTIMORE.		
Maryland 6s, defense, J. & J	106	107
do 6s, exempt, 1887	109	112
do 6s, 1890, quarterly	109	112
do 5s, quarterly	100	....
Baltimore 6s, 1884, quarterly	106	109
do 6s, 1886, J. & J	111¼	....
do 6s, 1890, quarterly	117	118
do 6s, park, 1890, Q.—M	117	....
do 6s, 1893, M. & S	118½	....
do 6s, exempt, '93, M. & S	120	....
do 6s, 1900, Q.—J	130	....
do 6s, 1902, J. & J	130	....
do 5s, 1916, new	126	127¼
Norfolk water, 8s	129½	131
RAILROAD STOCKS. Par.		
Balt. & Ohio	195	200
do 1st pref	125	127
do 2d pref	121	127
do Wash. Branch	100	....
do Parkersb'g Br.	.50	15
Northern Central	51¾	52
Western Maryland	16¾	17¾
Central Ohio	47	48
Pittsburg & Connellsville	16	20
RAILROAD BONDS.		
Balt. & Ohio 6s, 1885, Park, coup.	110	112
N. W. Va. 3d m. guar., '85, J. & J	110	....
Pittsb. & Connellsv. 1s, '98, J. & J	121¼	124
Northern Central 6s, '85, J. & J	108¾	109¾
do 6s, 1900, A. & O.	119	121
do 6s, gld, 1900, J. & J.	108	116¼
Cen. Ohio 6s, 1st m., '90, M. & S	108	111
W. Md. 6s, 1st m., gr., '90, J. & J	118	....
do 1st m., 1890, J. & J	110	113¾
do 2d m., guar., J. & J	118	....
do 2d m., pref	106¾	107¾
do 2d m., gr. by W. Co. J. & J	112	....
do 6s, 3d m., guar., J. & J	124¾	....
Mar. & Cin. 7s, '75, F. & A. & S	123	124
do 2d, M. & N	90¾	91
do 8s, 3d, J. & J	49	49¾
Union RR. 1st, guar., J. & J	....	....
do Canton endorsed	116	119
Consolidated Gas	....	....
Do bonds	....	....

*In default. † Per share.

Railroad Earnings.—The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column:

	—Latest earnings reported— Week or Mo.	1881.	1880.	—Jan. 1 to latest date.— 1881.	1880.
Ala.Gt. Southern.	August....	$68,187	$58,579	$470,791	$392,070
Atch.Top.&S. Fe.	August....	981,000	674,228	.....	.....
Bost.& N.Y.Air-L.	July*.....	25,306	26,184	159,149	158,876
Bur.C.Rap.& No.	2d wk Sept	52,141	45,498	1,481,849	1,366,722
Cairo & St. Louis.	1st wk Sept	9,321	10,251	278,520	264,750
Central Pacific	August....	2,059,000	1,973,437	14,807,926	12,318,196
Ches. & Ohio	August....	262,858	259,110	1,787,245	1,756,382
Chicago & Alton.	2d wk Sept	213,715	216,019	5,090,911	5,292,276
Chic. Burl. & Q.	July.....	1,888,358	1,773,643	10,986,904	11,433,248
Chic. & East. Ill.	2d wk Sept	34,571	31,330	.....	.....
Chic.& G.Trk.Wk.	end.Sep. 10	31,358	25,018	.....	.....
Chic. Mil. & St. P.	2d wk Sept	401,000	293,419	11,143,000	8,033,585
Chic. & Northw.	2d wk Sept	482,399	454,017	14,278,554	12,820,575
Chic. St.L & N.O.	August....	257,700	224,737	2,369,223	2,070,425
Chi.St.P.Min& O.	2d wk Sept	82,669	69,423	2,602,969	1,962,991
Chic. & W. Mich.	1st wk Aug	20,224	14,382	596,406	467,228
Cin. Ind.St. L.& C.	August....	229,858	233,478	1,476,965	1,521,409
Cincinnati South.	August....	225,000	148,437	.....	.....
Cin. & Springf.	2d wk Sept	19,173	20,855	653,330	630,327
Clev. Col. Cin. & I.	2d wk Sept	94,653	99,400	3,081,774	3,059,048
Clev. Mt. V. & Del.	2d wk Sept	8,740	10,321	287,944	302,134
Col.&Hock. V.,&c.	2d wk Sept	54,000	43,000	.....	.....
Denver & Rio Gr	3d wk Sept	150,761	91,353	4,149,361	2,094,107
DesM.&Ft. Dodge.	1st wk Sept	11,029	6,178	254,035	197,596
Det. Lans. & No.	1st wk Aug	24,462	21,908	763,566	683,614
Dubuque&S.City.	1st wk Sept	27,786	22,630	730,069	691,420
Eastern	August....	332,000	302,389	.....	.....
East Tenn. V.& G.	2 wks Sept	134,823	125,507	.....	.....
Flint & Pere Mar.	2d wk Sept	36,208	32,418	1,270,833	1,051,395
Gal.Har.& San A.	1st wk July	21,176	20,199	.....	.....
Gr't Western.	Wk.end.Sep. 16	105,024	114,270	3,654,986	3,480,747
Gr'n Bay & Minn.	1st wk Sept	8,042	7,028	.....	.....
Gulf Col. & S. Fe.	August....	100,729	36,290	.....	.....
Hannibal& St. Jo.	2d wk Sept	49,721	54,334	1,522,949	1,707,615
Houst.E.&W.Tex.	August....	12,928	10,150	91,461	63,981
Houst. & Texas C.	1st wk Sept	87,578	92,039	2,364,916	2,069,931
Illinois Cen. (Ill.)	August....	619,984	594,946	4,263,677	4,082,440
Do (Iowa)	August....	182,402	137,809	1,141,921	1,078,446
‡Indiana Bl. & W.	2d wk Sept	44,095	41,202	.....	.....
Ind. Dec. & Sp.	August....	64,944	51,184	325,685	263,385
Int. & Gt. North.	2d wk Sept	62,006	47,550	1,715,509	1,067,561
Iowa Central.	August....	98,936	80,079	.....	.....
K. C. Ft. S.& Gulf.	1st wk Aug	28,506	20,432	838,497	650,934
Lake Erie & West.	2 wks Sept	61,532	51,119	965,665	752,254
Louisa. & Mo. R.	May	33,743	32,627	167,928	173,178
Louisv. & Nashv.	2d wk Sept	226,700	201,000	7,634,416	6,048,138
Memp. & Charl.	2d wk Sept	22,769	23,975	798,574	688,491
Memp. Pad. & No.	1st wk Sept	4,591	3,819	156,953	133,799
Mil.L. Sh.& West.	2d wk Sept	15,985	8,229	380,272	263,191
Minn. & St. Louis.	2 wks Aug.	58,527	30,061	649,686	413,911
†Mo. Kans.& Tex.	2d wk Sept	191,160	131,898	5,115,160	3,884,719
Missouri Pacific	2d wk Sept	162,818	132,521	.....	.....
Mobile & Ohio.	August....	159,348	140,593	1,412,799	1,285,922
Nashv. Ch.& St. L.	August....	168,317	169,326	1,397,970	1,345,600
N. Y. L. Erie & W.	July.....	1,787,081	1,580,976	11,784,474	10,672,040
N. Y. & N. Engl'd.	August....	267,514	249,885	.....	.....
N. Y. N.H.&Hart.	June.....	488,440	369,116	2,676,860	2,211,531
N. Y. Pa. & Ohio.	July.....	422,657	433,538	3,156,654	2,855,168
Norfolk & West.	August....	190,682	179,947	1,357,999	1,228,046
Northern Central.	July.....	440,811	450,298	3,102,677	2,666,088
Northern Pacific	August....	411,624	223,500	2,051,491	1,399,202
Ohio Southern.	2d wk Sept	6,238	.....	.....	.....
Oreg'n R. Nav.Co.	August....	450,100	313,239	2,610,977	2,087,292
Pad. & Elizabeth.	1st wk Sept	12,067	7,985	344,093	256,108
Pennsylvania	July.....	3,780,418	3,449,644	25,334,257	22,883,715
Peoria Dec. & Ev.	2d wk Sept	16,832	11,404	468,425	283,787
Philadel. & Erie.	July.....	291,669	308,699	2,014,696	2,083,497
Phila. & Reading.	August....	2,000,986	1,531,813	.....	.....
St.L.Alt.& T.H.	2d wk Sept	26,686	29,635	1,004,096	977,696
Do (brchs).	2d wk Sept	16,370	17,214	507,362	459,753
St. L. Iron Mt.& S.	2d wk Sept	181,609	178,830	4,848,741	3,962,134
St. L. & San Fran.	2d wk Sept	65,844	65,835	2,134,172	1,726,067
St.P.Minn.& Man.	2d wk Sept	114,759	64,748	2,980,592	2,063,714
Scioto Valley	2d wk Sept	12,890	7,341	279,231	218,415
South Carolina.	August....	81,183	75,525	717,712	645,305
Texas & Pacific	2d wk Sept	77,268	61,252	2,471,828	1,676,973
Tol. Delp. & Burl.	1st wk Sept	15,944	6,271	.....	.....
Union Pacific	13 dys Sep.	1,182,993	916,154	17,879,060	15,214,548
Wab. St. L. & Pac.	2d wk Sept	417,345	306,788	9,659,803	8,113,114
Wisconsin Cent.	1st wk Sept	28,568	20,540	.....	.....

* 5 per cent basis in 1881; 6 per cent in 1880.
† Including leased lines.
‡ Including Ohio Division.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Sept. 17	1,030,883 35	2,377,945 47	78,025,614 16	4,131,532 55
" 19	*1,620,599 95	3,037,784 29	76,634,576 80	4,105,385 57
" 20	*1,640,121 10	1,940,352 26	77,258,001 81	4,081,729 40
" 21	827,364 04	590,463 15	77,519,705 38	4,056,926 70
" 22	*1,343,620 76	715,078 01	78,108,737 08	4,096,437 75
" 23	†1,335,185 27	903,508 20	78,579,520 36	4,057,331 54
Total	7,797,774 47	8,665,131 38		

* Includes $100,000 gold received from San Francisco Mint.
† Includes $200,000 gold received from San Francisco Mint.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 82 @$4 86	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 83 @ 3 86	Five francs	— 92 @ — 95
X X Reichmarks	4 74 @ 4 77	Mexican dollars	— 88 @ — 88¾
X Guilders	3 95 @ 3 97	Do uncommerc'l	— 87 @ — 88
Span'h Doubloons	15 55 @15 75	English silver	— 4 70 @ 4 80
Mex. Doubloons	15 50 @15 60	Prus. silv. thalers	— 68 @ — 69
Fine silver bars	1 12½@ 1 12¾	U. S. trade dollars	— 99¾@ — 99⅝
Fine gold bars	par @¼ prem.	U. S. silver dollars	— 99⅞@ par.
Dimes & ½ dimes	— 99⅝@ par		

Philadelphia & Chester County.—This company has executed a mortgage upon its unfinished road to secure an issue of $750,000 bonds, to bear 6 per cent interest. The Guarantee, Trust & Safe Deposit Company, of Philadelphia, is trustee.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 17.

Banks.	Capital.	Average amount of: Loans and discounts.	Specie.	Legal Tenders.	Net dep't's other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	2,903,300	2,125,000	272,000	9,426,000	495,000
Manhattan Co	2,050,000	7,793,700	668,800	167,700	5,973,300	.....
Merchants	2,000,000	7,113,600	819,400	726,900	5,974,000	360,000
Mechanics'	2,000,000	8,132,000	1,442,000	334,000	7,035,000	.....
Union	1,200,000	4,960,200	556,700	494,700	4,171,400	.....
America	3,000,000	9,550,500	1,164,500	549,100	7,066,400	1,100
Phœnix	1,000,000	3,810,000	694,000	342,000	3,473,000	267,000
City	1,000,000	9,069,600	2,865,600	182,000	9,701,700	.....
Tradesmen's	1,000,000	3,185,100	494,700	56,900	1,901,700	799,800
Fulton	600,000	1,806,500	197,400	182,500	1,320,100	.....
Chemical	300,000	13,191,400	3,595,400	296,800	13,761,300	.....
Merch'nts' Exch.	1,000,000	4,267,300	341,700	496,600	4,121,800	587,100
Gallatin Nation'l	1,000,000	4,437,300	508,800	61,200	2,442,500	783,700
Butchers' & Drov.	300,000	1,671,800	363,600	53,400	1,232,000	238,000
Mechanics' & Tr.	200,000	1,042,000	123,000	154,000	1,026,000	174,000
Greenwich	200,000	983,800	19,500	161,400	950,700	2,700
Leather Man'f'rs	600,000	3,075,400	706,500	67,500	2,552,400	478,500
Seventh Ward	300,000	1,002,600	162,100	74,100	976,400	33,400
State of N. York	800,000	3,437,800	787,400	49,400	3,335,600	12,600
American Exch.	5,000,000	14,325,300	2,724,000	430,000	11,612,000	.....
Commerce	5,000,000	14,893,700	3,418,300	850,400	9,413,700	1,028,700
Broadway	1,000,000	5,559,500	836,900	151,400	4,066,200	900,000
Mercantile	1,000,000	6,911,900	1,380,000	281,800	6,915,300	799,600
Pacific	422,700	2,391,800	356,500	122,200	2,650,100	.....
Republic	1,500,000	5,786,600	621,500	187,400	3,140,900	1,113,200
Chatham	450,000	3,367,200	566,300	136,000	3,457,500	45,000
People's	200,000	1,558,500	107,400	95,800	1,660,400	5,400
North America	700,000	2,751,800	120,000	270,600	2,687,100	.....
Hanover	1,000,000	7,649,100	855,800	988,500	7,380,600	795,600
Irving	500,000	3,125,000	506,100	240,500	2,962,000	417,000
Metropolitan	3,000,000	15,937,600	3,583,000	167,000	13,844,000	2,250,000
Citizens'	600,000	2,134,600	330,900	218,700	2,160,600	267,800
Nassau	1,000,000	2,913,600	210,800	99,700	2,856,500	9,000
Market	500,000	2,374,500	477,600	123,700	2,481,900	450,000
St. Nicholas	500,000	1,921,000	341,500	51,000	1,734,500	447,400
Shoe & Leather	500,000	3,385,000	715,000	115,000	3,314,000	450,000
Corn Exchange	1,000,000	4,452,800	855,000	56,000	3,202,400	4,600
Continental	1,000,000	7,174,700	1,628,200	110,400	7,539,000	763,200
Oriental	300,000	2,005,600	24,900	373,200	1,870,200	.....
Marine	400,000	3,322,000	704,000	162,000	3,862,000	45,000
Importers' & Tr.	1,500,000	21,190,400	6,265,800	148,100	24,247,700	1,116,900
Park	2,000,000	16,481,000	4,625,000	388,500	20,041,800	45,000
Mech. Bkg. Ass'n	500,000	1,014,900	212,800	3,500	763,000	.....
North River	240,000	1,022,300	38,300	181,700	1,192,400	.....
East River	250,000	1,093,600	123,600	62,700	810,200	224,000
Fourth National	3,200,000	20,213,200	4,897,200	483,000	20,570,000	808,900
Central Nat.	2,000,000	8,415,000	410,000	1,380,000	8,115,000	1,278,000
Second Nation'l	300,000	3,231,000	552,000	200,000	3,647,000	45,000
Ninth National	750,000	6,422,800	1,156,300	223,100	6,321,100	562,400
First National	500,000	15,759,700	4,056,100	130,400	17,634,900	441,400
Third National	1,000,000	6,251,500	1,677,300	243,900	6,890,300	.....
N. Y. Nat. Exch.	300,000	1,509,800	200,600	106,600	1,210,900	268,600
Bowery National	250,000	1,712,700	151,400	218,400	1,461,900	225,000
N. York County	200,000	1,421,900	28,800	439,900	1,777,100	180,000
Germ'n Americ'n	750,000	2,596,400	383,200	13,300	2,441,900	.....
Chase National	300,000	4,250,100	1,237,200	97,800	5,146,900	91,200
Fifth Avenue	100,000	1,795,900	306,500	170,800	1,890,000	.....
German Exch.	200,000	1,389,700	22,300	152,100	1,551,500	.....
Germania	200,000	1,343,400	76,900	170,000	1,537,300	.....
U. S. Nat.	500,000	4,244,200	1,225,000	52,000	4,612,400	449,500
Total	61,162,700	333,625,800	65,079,700	14,561,800	316,749,500	19,785,800

The deviations from returns of previous week are as follows:

Loans and discounts	Dec.	$466,100	Net deposits	Inc.	$1,921,300
Specie	Inc.	47,000	Circulation	Inc.	3,600
Legal tenders	Dec.	514,600			

The following are the totals for a series of weeks past:

1881.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
	$	$	$	$	$	$
May 7	319,850,000	73,346,500	16,024,800	305,033,900	18,864,200	1144,478,789
" 14	317,730,900	70,887,700	17,134,100	316,818,400	18,596,900	1078,352,085
" 21	324,192,800	80,518,500	17,873,000	326,611,700	19,135,300	1212,647,853
" 28	332,025,700	79,134,800	18,633,800	332,182,800	19,301,200	1198,726,141
June 4	341,091,900	76,052,100	18,325,300	339,548,600	19,263,300	919,391,800
" 11	347,494,900	76,902,800	13,313,200	345,643,200	19,236,100	978,180,859
" 18	346,566,600	75,611,000	18,474,300	344,307,600	19,305,300	1019,215,091
" 25	345,490,700	77,091,500	18,092,900	343,640,800	19,144,300	953,507,158
July 2	350,491,100	76,415,600	17,112,300	346,486,100	19,176,800	914,724,597
" 9	352,856,900	77,728,500	16,984,300	349,815,000	19,149,200	851,848,902
" 16	348,744,400	81,946,900	17,058,700	351,199,500	19,181,300	844,816,881
" 23	349,240,500	81,491,400	16,752,000	352,658,800	19,185,300	934,014,125
" 30	349,188,400	81,043,400	16,931,800	351,777,900	19,212,900	932,788,326
Aug. 6	350,624,800	76,510,900	16,060,000	347,342,700	19,360,600	847,087,612
" 13	351,024,700	71,841,100	15,927,000	342,722,400	19,486,000	625,048,774
" 20	349,542,800	67,138,100	15,812,800	334,795,600	19,566,000	925,491,352
" 27	343,369,600	62,151,400	16,210,900	323,721,300	19,590,900	859,367,412
Sept. 3	337,207,200	62,349,800	15,617,900	315,927,200	19,683,200	857,413,264
" 10	334,091,900	64,801,700	15,076,400	314,828,200	19,782,200	639,907,979
" 17	333,625,800	65,079,700	14,561,800	316,749,500	19,785,800	925,116,460

Unlisted Stocks and Bonds.—The following are the reported quotations for securities that are not "listed" at the Stock Exchange:

	Bid.	Asked.
Am. Cable Constr. Co.	49	*52
Am. Railway Imp. Co.	*115	*130
Bost. H. & E., new st'k	23⅜	24⅜
Do old stock	⅞	1
Brooklyn Elevated	....	....
Boston Air Line, com.	25	27
Continental Constr.Co.	79	81
Central Railway Construct'n Co. (D.L.W.)	28	*30
Chic. M.& St. P. rights	2	2⅜
Cin. & Georgia subs	....	*25
Denv. & R.G.subs,new	89½	90½
Do subs., old	12¼	*15
Des Mo. & Ft. Dodge	....	20
Do pref	....	40
Edison Electric L. Co.	950	....
Edison Ore Mill stock	....	120
Gr. Bay & Minn. st'k	15	15½
Grand Rapids & Ind.	16	17
I. C. & L. assented st'k	13⅜	14½
Do old stock	¾	....
International Imp. Co.	16	*17
Iron Steamboat Co.	†20	14
Do 1st mort	89	91
Ind. Dec. & Springf'd	....	20
Kan. & Neb. 1st mort.	80	....
Do 2d mort	30	35
Keely Motor stock	6	8
Lebanon Springs 1sts.	....	23
Lehigh & Wilkesbarre.	31	40
Louisv. & N. rights	⅛	*⅜
Mid.RR.of N.J.ass.stk.	26	30
Do A stock	14	....
Do B stock	....	....
Mexican Nat. subs., ex	9	16
Do bonds	71¾	72
Do stock	25	28
Mut. Union Tel. subs.	94	96
Missouri Pacific rights	....	....
N. J. Southern	1⅝	1¾
N.Y. Loan & Imp. Co.	85	90
N. O. Pacific subs	20	25
North River Const. Co.	16½	17½
N. Y. Ch.'& St. L. subs.	17	*22
Oregon Imp. Co. 1st M.	96½	97½
Oregon Imp.Co. stock	90	93
Oregon Trans., full p'd	77	78
Do part paid	78	80
Oregon S. L. subs	†	¼
Ohio Central subs	....	225
Pacific R'y Im. Co.,ex.'	100	200
Pullman Pal·Car rig'ts	6⅛	....
Richmond & Alleg sub.	....	450
Roch'r & Pitts'g rig'ts.	½	Par
So. Carolina RR. stock	44½	....
Do 2d mort	120	123
Do non-mort	70	76
Selma Rome&D.1st M.	....	8
Do 2d M. stamp	....	7
Do 2d M., clean	....	4¾
Do incomes	3½	4⅛
Do stock	....	1¼
St. Jo. & West. stock	15	20
St. Jo. & Pacific 1st M.	87	91
Do 2d mort	....	35
Scranton Construction	....	*5
Texas,St.Louis RR.stb	94	95
Texas Pacific sub	12	*....
Texas & Col. Imp.	2	*5
U. S. Electric Light Co.	150	155
Vicksb.Mer'n com.st'k.	13½	14

* Premium.
† Discount.

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Central Pacific Railroad.

(*For the year ending December* 31, 1880.)

The report of this company for 1880 has just been issued. It is merely statistical and contains no remarks upon the condition and prospects of the company. The report of earnings for last year has already been given in the CHRONICLE, but a supplementary report to June 30, 1881, is now furnished, and will be found in the tables following. The company added to its mileage mainly by the leased lines of the Southern Pacific in Arizona and New Mexico, and at the end of 1880 operated a total of 2,657 miles, as follows:

	Miles.		Miles.
Main line—San Francisco to Ogden	883	South'n Pacific of Arizona	383
Oregon Branch—Roseville to Redding	152	South'n Pacific of N. Mex	91
Visalia Branch—Lathrop to Goshen	146	Sacramento & Placerville	6
Oakland and Alameda Br'chs	170	Stockton & Copperopolis	49
San Jose Branch—Niles to San Jose	17	San Pablo & Tulare	47
		Los Angeles & San Diego	28
		Los Angeles & Independ'ce	17
		Northern	117
		Berkeley Branch	4
		California Pacific	115
Total main line and br'chs.	1,215	Total leased and contr'lld	1,442
Leased and controlled—		Total of all lines	2,657
Union Pacific	5		
Southern Pacific	550		

In the land department the sales were moderate, amounting to 114,852 acres, at an average of about $3 per acre, and there remained due at the close of the year a total of $1,733,617 on all prior land sales since 1870.

The following is a statement of gross and net earnings (monthly) for the six months ending June 30, 1880 and 1881:

	1880.		1881.	
	Gross earnings.	*Net earnings.*	*Gross earnings.*	*Net earnings.*
January	$1,200,614	$321,243	$1,602,907	$486,349
February	1,070,487	232,743	1,454,218	432,578
March	1,373,438	462,648	1,709,637	661,352
April	1,356,716	436,276	1,872,370	922,033
May	1,778,487	794,176	2,091,410	1,066,723
June	1,724,950	716,825	2,159,381	1,011,525
Totals	$8,504,694	$2,963,914	$10,889,925	$4,580,563
Increase in 1881			$2,385,231	$1,616,648

The following tables, compiled for the CHRONICLE, show the statistics of operations, earnings, and financial condition, for two years past:

ROAD AND EQUIPMENT.

	1879.	1880.
Miles owned	1,213	1,215
Miles leased and controlled	1,147	1,442
Total operated	2,360	2,657
Locomotives*	264	296
Passenger, mail and express cars*	366	390
Freight cars*	5,244	5,758
Service cars and snow plows*	927	1,129

* Including leased lines.

OPERATIONS AND FISCAL RESULTS.

	1879.	1880.
Passengers carried*	1,279,418	1,137,427
Freight (tons) moved	1,864,335	2,140,879
Freight (tons) mileage	392,949,592	565,063,768
Average rate per ton per mile	2·75	2·34
Earnings—	$	$
Passenger—Through	1,750,281	1,616,260
Local	3,168,974	4,203,535
Freight—Through	2,659,879	2,633,127
Local	8,274,694	10,612,731
Mail, express and miscellaneous	1,299,335	1,442,460
Total gross earnings	$17,153,163	$20,508,113
Expenses—	$	$
Operating expenses and rentals	$10,207,863	$12,045,669
Taxes and miscellaneous	998,866	827,940
Total	$11,206,729	$12,873,609
Net earnings	$5,946,434	$7,634,504
Per cent of oper. expenses to earnings (excluding taxes and miscel. expenses)	59·51	58·73

* Not including Ferry.

INCOME ACCOUNT.

Receipts—	1879.	1880.
Net earnings	$5,946,434	$7,634,504
Interest on sinking funds	233,903	254,617
Land grant bonds redeemed	433,000	200,000
Miscellaneous	97,808	54,855
Contract with W., F. & Co.—Stock sold	.....	348,140
Total income	$6,711,145	$8,492,116
Disbursements—		
Interest on debt	$3,667,885	$3,715,325
Dividend Nos. 9 and 10	.....	3,406,530
Total disbursements	$3,667,885	$7,121,855
Balance, surplus	$3,043,260	$1,370,261

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.
Railroad, buildings, &c	$135,021,029	$136,948,681
Equipment	8,030,469	8,047,101
Real estate	1,515,267	1,529,961
Shops and machinery	1,725,800	1,758,080
Lands	642,103	783,001
Stocks and bonds owned	.....	634,709
Bills and accounts receivable	923,826	1,985,592
Materials, fuel, &c	2,226,428	1,793,322
Cash on hand	540,967	3,237,032
Sinking funds	4,068,663	4,202,814
United States accounts	.....	5,499,762
Furniture, telegraph instruments, &c	155,772	155,772
Total assets	$154,850,324	$166,575,829
Liabilities—		
Capital stock	$84,275,500	$59,275,500
Funded debt (see SUPPLEMENT)	57,030,000	55,672,000
Government bonds	27,855,680	27,855,680
Bills and accounts payable	.....	5,761,818
Hospital fund	86,934	95,176
Trustees land grant mortgage	217,207	425,745
Sinking fund uninvested	.....	254,914
Contract Wells, Fargo & Co.	.....	476,860
Unclaimed dividends	2,464	5,337
Profit and loss	15,382,539	16,752,799
Total liabilities	$154,850,324	$166,575,829

Connecticut & Passumpsic.

(*For the year ending June* 30, 1881.)

The annual report has the following result of operations for the past year:

Receipts—	
Passengers	$242,646
Freight	444,016
Mails	17,372
Express	11,038
Rents	9,332
Interest	49,739
	$774,146
Expenses	462,981
Net earnings for the year	$311,164
From which was paid coupons, dividends and interest at bank	275,561
Leaving of net earnings for the year not disbursed	$35,603
To which add surplus of last year	8,830
Add also premium on bonds sold	12,819
Making surplus on hand	$57,252

The President's report says:

"We have added to our freight cars during the year one hundred and forty cars, eighty of which were large box cars for hay, and were put into the Quebec Ottawa & New England Freight Air Line, as our proportion of five hundred cars to furnish that line, together with thirty platform cars, the whole costing $68,700, having been paid for by the sale of 687 shares of stock, increasing the stock that amount, making the whole stock issued now stand at 22,444 shares. The other thirty platform cars are charged to current operating expenses. We have also purchased two first-class passenger cars, and built one new locomotive, which are charged in expenses. General and through repairs of all cars have been made, and all worn-out cars have been rebuilt." * * *

"The long struggle we have had to obtain an efficient through line to Montreal and other points on the St. Lawrence River is over, and the thing is accomplished. We have now, through the means and great energy and perseverance of the Hon. Bradley Barlow, owner and manager of the Canadian line of roads with which we connect at Newport, a well-established line to Montreal."

COMPARATIVE STATEMENT OF BUSINESS, EXPENSES, AND EARNINGS, FOR FIVE YEARS.

Year ending—	*Receipts for passeng's.*	*Receipts for freights.*	*Total receipts.*	*Total expenses.*	*Net earnings.*
June 30, 1877	$230,714	$333,823	$604,595	$360,285	$244,310
June 30, 1878	201,030	311,023	558,612	336,021	222,590
June 30, 1879	194,276	294,477	544,142	324,447	219,694
June 30, 1880	228,463	365,747	657,547	431,408	226,139
June 30, 1881	242,646	444,016	774,146	462,981	311,164

St. Johnsbury & Lake Champlain Railroad Company.

(*For the year ending June* 30, 1881.)

This company is the successor, by reorganization, of the Portland & Ogdensburg, Vermont Division. The directors submit their first annual report for the year ending June 30, 1881:

Income—	
From freight department	$123,566
From passenger department, including mails and express	54,822
Miscellaneous	211
Total	$178,599
Total operating expenses	126,932
Net income	$51,666
FROM THE NET INCOME HAVE BEEN PAID.	
Balance of interest	$19,376
For new equipment purchased during the year	25,660
Carried to credit of profit and loss	6,629
	$51,666

The condition of the road-bed and track has been much improved. It will require further improvement to meet the demands of the present and growing business of the road. One hundred new freight cars, one drawing-room car and three locomotives have been added, a part of which has been paid for. The increase of earnings over the previous year has been 22 per cent. The policy of the management has been, first, to take care of and foster the local business, and then to build up and do such through business as it may be able to obtain.

BALANCE SHEET JUNE 30, 1881.

Dr		
To cost of railroad represented by capital stock issued		$3,564,650
To cost of railroad represented by underlying liens, paid to perfect titles and purchase equipment		428,192
To capital stock authorized, not issued—		
Preferred	$164,861	
Common	118,989—	283,850
To new construction account		70,398
To bills and accounts receivable		45,160
To steamboat and dock property		50,000
To supplies and material on hand		24,596
To accounts receivable and cash in cashier's hands		23,445
To cash on hand		29,329
		$4,519,622
Cr.		
By capital stock authorized –		
Preferred	$1,298,500	
Common	2,550,000—	$3,848,500
By funded debt authorized	600,000	
Less bonds on hand	4,000—	596,000
By receivers' certificates outstanding, not due		21,800
By bills payable		20,410
By profit and loss		32,912
		$4,519,622

GENERAL INVESTMENT NEWS.

Arkansas State Debt.—Colonel J. N. Smithee, Chairman of the Democratic State Central Committee of Arkansas, and a prominent candidate for the Democratic nomination for Governor of that State last year in opposition to an amendment to the Constitution then pending for the repudiation of certain bonds of the State, was called upon by a New York *World* reporter and asked as to the sentiment of Arkansas in regard to the settlement of the State debt.

"That," said Colonel Smithee, "is a hard question to answer. Our people desire to do what is right, and will do so if left free from demagogues, who take advantage of their ignorance for the purpose of endeavoring to ride into power. Last year was a very exciting one politically with us, growing out of a proposed amendment to our Constitution forever prohibiting the State from paying what are known in financial circles as railroad aid, levee and Holford bonds. I cannot undertake now to explain to you these different classes of bonds and the reasons assigned why they should not be recognized by the State. Suffice it to say that our Supreme Court has declared the railroad aid and the levee bonds void because the acts under which they were issued were not passed in the manner provided by the Constitution, while general fraud is charged against the Holford bonds. These latter are among the bonds funded by the State in 1870-71, under an act passed by the Legislature providing for the funding of the public debt of the State, and are numbered from 491 to 1860, inclusive, in red ink, so as to distinguish them from other bonds issued at the same time and under the same act which are numbered with blue ink. All funded bonds outside of these numbers are recognized by all classes of citizens as binding obligations of the State. As stated before, I cannot undertake now to give the reasons for all these distinctions. I simply state the facts. Our legislature last winter passed an act directing the Auditor and Treasurer to drop from their books, as indebtedness of the State, all the bonds before mentioned—railroad aid, levees and Holfords."

"How many of these bonds are there outstanding?"

"In round numbers, I would say $13,000,000."

"What was the vote on the proposed amendment to forever outlaw these bonds by the Constitution of your State?"

"There were, as I recollect now, about 64,000 votes for the proposition; 44,000 against it, with 26,000 not voting. These are not the exact figures, but very nearly correct. Under our Constitution a majority of all the votes polled is necessary to the adoption of any amendment to the Constitution; consequently, the amendment failing to receive a majority of all the votes cast, failed to become a part of the organic law of the State."

Central Pacific.—Chief Engineer Montague, of the Central Pacific Railway, has received information from a surveying party under engineer Warner, which started east from Ogden a few weeks ago to examine a new line for the extension of the Central Pacific Road to the Missouri River. The engineer reported that he had found a favorable line through an open, productive country, with grades not exceeding fifty-three feet to the mile all the way from Salt Lake to Fort Fetterman, by the way of South Pass. Mr. C. P. Huntington, of the Central Pacific, said that the officers of the road believed that the Union Pacific was encroaching on their rights west of Ogden, and therefore they intended to build an independent road from Ogden to the Missouri River. He said that the Union Pacific have secured possession of the Nevada Central, and talk of pushing a line on to Portland, going where they ought not to go. "If the Union Pacific does not build west of Ogden, we shall not build eastward. But I believe that it will push westward, and in that case our new line certainly will be built."

Chicago Burlington & Quincy.—The following important circular has been issued by the President of the Chicago Burlington & Quincy Railroad:

BOSTON, Sept. 15, 1881.

To the Stockholders: The Republican Valley Railroad Company, whose road now extends to within about seventy miles of the western boundary line of the State of Nebraska, proposes to take immediate steps to finish the same to the State line. It proposes, also, to take a lease of the road of the Burlington & Colorado Railroad Company, extending from the Nebraska and Colorado line to Denver.

The completion of these roads connecting with the Republican Valley Road as now in operation and under lease to the Chicago Burlington & Quincy Railroad Company, at or near the west line of Red Willow County in Nebraska, will give to the Chicago Burlington & Quincy Railroad Company the most direct route between Denver and the East, will open to the farming interests served by the roads of our company in Nebraska the advantages of a western market for their productions, from which we have been entirely debarred by the discriminating rates against us, and will put us in possession of facilities for obtaining at or near Denver a supply of coal for our own and the public consumption in Nebraska, where as yet no valuable coal-fields have been developed.

We are under an agreement with the Republican Valley Railroad Company to aid in building certain extensions of its road in eastern Nebraska, the construction of about 70 miles of which is now well advanced. We have also concluded a new agreement with that company, subject to the approval of our stockholders, to furnish part of the means to enable it to go to the State line, and to aid in building the road in Colorado.

By these several arrangements the Chicago Burlington & Quincy Railroad Company will secure control of a considerable amount of Republican Valley stock and of Republican Valley 5 per cent first-mortgage bonds, at the rate of $20,000 per mile, and of the 5 per cent first mortgage bonds of the Burlington & Colorado Company at the same rate. As it is thought to be desirable ultimately to consolidate the Chicago Burlington & Quincy and Republican Valley properties, it is proposed to hold the above securities in trust, and to issue the securities of the Chicago Burlington & Quincy Railroad Company to represent them.

The 5 per cent bonds of the Republican Valley and of the Burlington & Colorado companies will be placed in trust with the New England Trust Company as security for an equal amount of Chicago Burlington & Quincy Railroad Company 4 per cent forty-year bonds, dated Feb. 1, 1882, the difference of 1 per cent to be an accumulating sinking fund to pay off the Chicago Burlington & Quincy Railroad Company fours.

The stock of the Republican Valley Railroad Company will be held by the Treasurer of the Chicago Burlington & Quincy Railroad Company in trust, and scrip certificates will be issued to represent it, which will entitle the holder after April 1, 1882, to the same dividends and rights as may accrue upon Chicago Burlington & Quincy Railroad Company stock, provided that the Chicago Burlington & Quincy Railroad Company shall have the right to give its own stock, dollar for dollar, in exchange for these certificates, at any time, on giving thirty days' notice of its desire to do so, after which the scrip will not be entitled to any further dividends or rights.

The opportunity to subscribe for $7,895,000 of the Chicago Burlington & Quincy Railroad Company four per cent bonds, together with the Republican Valley Railroad Company stock scrip, is now offered to stockholders of the Chicago Burlington & Quincy Railroad Company of record October 19, 1881, *pro rata*, as below, upon condition that the proposed arrangement shall receive the necessary assent of our stockholders at the meeting to be held September 28.

Chicago Burlington & Quincy Railroad Company four per cent bonds and Republican Valley Railroad Company stock scrip will be sold together in blocks, each block consisting of one four per cent bond for one thousand dollars ($1,000) and scrip representing ten (10) shares of Republican Valley stock, for which block one thousand dollars ($1,000) in money shall be paid in instalments, as follows:

Twenty-five per cent December 23, 1881; twenty-five per cent January 16, 1882; twenty-five per cent February 10, 1882; twenty-five per cent March 20, 1882; the average date being February 1, 1882.

Payments on all subscriptions must be made to E. E. Pratt, Assistant Treasurer, at 49 Sears Building, Boston, Mass.

The privilege for subscribing for one of the above blocks will attach to seventy (70) shares, or rights of Chicago Burlington & Quincy Railroad Company stock.

Rights belonging to any number of shares may be assigned, and for this purpose a blank form is enclosed herewith. Subscriptions will only be received for one block (costing $1,000 in cash) or some multiple thereof.

The books of the company will close October 19, at 3 P. M., and remain closed until October 24, 1881. Stockholders of record October 19 will have the privilege of subscribing until November 20, 1881.

Any portion of the above amount of bonds and scrip not taken by the stockholders in accordance with their rights will be disposed of as the directors may determine.

By order of the board of directors,

J. M. FORBES, President.

—The statement of earnings for July and for the year to July 31 is as follows:

	Gross Earnings.	*Expenses.*	*Net Earnings.*
For the Month—			
Ending July, 1881	$1,888,358	$942,494	$945,863
Ending July, 1880	1,773,643	794,819	1,023,823
Increase	$114,714	$192,675	$.....
Decrease	.....	.....	77,960
For Seven Months—			
From Jan. 1 to July 31, 1881	$10,986,905	$5,883,098	$5,103,806
From Jan. 1 to July 31, 1880	11,433,248	5,397,116	6,036,132
Increase	$.....	$485,982	$.....
Decrease	446,343	.....	932,325

Chicago Burlington & Quincy—Kansas City St. Joseph & Council Bluffs.—The Chicago Burlington & Quincy is reported to have absorbed the Kansas City St. Joseph & Council Bluffs Railroad, and taken charge at Council Bluffs of the latter road.

Chicago Pekin & Southwestern.—In the foreclosure case of the Farmers' Loan & Trust Company against the Chicago Pekin & Southwestern Railroad Company, Judge Drummond has entered a decree of sale under the first mortgage. The road was sold in May last under the second mortgage, but the sale was subject to the first mortgage lien. This first mortgage was given August 1, 1871, to secure the payment of $1,000,000, and the bonds are now held as follows: Moses Taylor, 304 bonds of $1,000 each; P. R. Pyne, 25, and John Humphreys, 671. Default was made in payment of the interest due last February, and the total amount now found to be due is $1,080,683. Unless the amount is paid in ten days the road is to be sold by E. B. Sherman, Master in Chancery, after due notice by publication. —*N. Y. World.*

Cincinnati Southern.—The lease has been conditionally awarded to Frederick Wolfe and his associates, representing the Erlanger syndicate, which owns the Alabama & Great Southern road, and others. Wolfe and his associates are organizing a company under the Common Carriers Act of Ohio, and the stock books will be opened on October 8. The capital stock will be $15,000,000, of which 51 per cent will be reserved by the Erlangers, who purpose to allow the remaining 49 per cent to be taken in this country. When the organization is perfected the name of the company will be the Cincinnati New Orleans & Texas Pacific Railway Company. According to the law under which it is organizing, it has power to lease the Cincinnati Southern road, and to lease and construct all unfinished portions of connecting lines belonging to the system.

Denver & Rio Grande.—The press dispatches from Denver, Col., Sept. 17, said: "Papers were yesterday filed in the Recorder's office establishing a sinking fund for the payment and redemption of Denver & Rio Grande first consolidated thirty year 7 per cent gold bonds. The papers provide for the payment of one-fourth of 1 per cent annually on the amount outstanding for the first four years; one-half of 1 per cent annually for the next five years; and 1 per cent annually thereafter until the maturity of the bonds. These payments, with accumulations, it is stated, will extinguish the principal. The fund may be invested in the bonds at a premium not to exceed 20 per cent, or in government securities, in the discretion of the trustees."

Minnesota State Bonds.—Governor Pillsbury issued a proclamation Sept. 19 convening the Legislature in extra session on October 11, to take such measures as it shall deem proper to provide for the payment of the old Minnesota Railroad bonds. The plan provided by the last Legislature was upset by the recent Supreme Court decision, which, however, leaves the Legislature to provide for paying bonds without submitting the question to the people. Hence the call for a special session.

Mobile & Ohio.—By an agreement duly executed the option is given to the holders of the Cairo Extension bonds of the Mobile & Ohio Railroad Company ($600,000) to cancel the sinking fund, by means of which said bonds are redeemable at the pleasure of the company. The right is reserved to pay off at par such bonds as do not avail of the privilege. The entire mortgage lien on the main line from Cairo to Mobile (494 miles), including the Cairo Extension issue, is $15,385 per mile.

Nashville Chattanooga & St. Louis.—The following is a statement of receipts and expenses for two months ending August 31:

Receipts—	1881.	1880.	*Increase.*	*Decrease.*
Passage	$95,727	$79,436	$16,290	$.....
Freight	211,910	230,750	.....	18,839
Mail	7,247	6,933	314	.....
Rents and privileges	3,862	3,800	61	.....
	$318,747	$320,920	$.....	$2,172
Expenses	201,460	195,557	5,902	.....
Surplus over operating expenses	$117,287	$125,362	$.....	$8,075
Interest on bonded debt and taxes	86,226	77,833	8,392	.....
Net earnings	$31,061	$47,529	.....	$16,467

New York Lake Erie & Western.—The following is the official report of earnings of the New York Lake Erie & Western Railroad Co. for July, and for ten months of its fiscal year:

Month of July.	1880.	1881.	*Increase.*
Gross earnings	$1,580,975	$1,787,080	$206,104
Working expenses	1,014,658	1,114,672	100,014
Net earnings	$566,317	$672,407	$106,090
Oct. to July, inclusive.	1879-80.	1880-81.	*Increase.*
Gross earnings	$15,299,817	$17,208,511	$1,908,693
Working expenses	9,657,940	11,008,189	1,350,249
Net earnings	$5,641,877	$6,200,321	$558,444

New York & New England.—Track is now completed on the extension of this road to the Hudson River at Fishskill Landing, opposite Newburg, 224 miles from Boston, and trains will run through about October 1. Work is well advanced on the docks and terminal buildings at Fishkill Landing, and connection will be made with the Newburg Branch of the Erie by steam ferry across the Hudson.

Ohio Standard Coal & Iron Company.—A consolidation of very heavy coal and iron interests in the Hocking Valley was accomplished recently by the incorporation at Columbus, Ohio, of the Standard Coal & Iron Company. The land already acquired amounts to about 140 square miles, or 90,000 acres. Among the representative men who are connected with the new corporation are mentioned J. Henry Brooks, John W. Brooks, John N. Denison, Oliver Ames, Frederick L. Ames, Oakes A. Ames, Alfred W. Nicherson, William P. Hunt, Cyrus Woodman, John M. Glidden, and George W. W. Dove, of Boston; William D. Lee, Governor Charles Foster, General Samuel Thomas, William Moneypenny, and John C. Larwell, of Ohio; Walter P. Warren, Jr., George Capman, William Walter Phelps, and Joseph Vilas, of New York; and Secretary Blaine and General James A. Hall, of Maine. A large capital has been provided for carrying on the work projected.

Philadelphia & Reading.—Following is the statement of earnings, &c., for August and for the nine months of the fiscal year:

	1881		1880	
Railroad Co.	*Gross Receipts, August.*	*Profit for August.*	*Profit for Nine Months.*	*Profit for August.*	*Profit for Nine Months.*
	$	$	$	$	$
Railroad traffic	1,795,941	900,431	5,836,065	740,900	5,248,366
Canal traffic	127,619	64,368	239,068	32,927	157,373
Steam colliers	68,728	37,404	176,327	14,252	139,050
Richm'd coal barges	8,697	1,558	297	*1,442	1,526
Total	2,000,986	1,003,762	6,251,759	786,638	5,546,317
Coal and Iron Co.	1,521.439	151,503	683,098	73,309	14,233
Tot'l both companies	3,522,426	1,155,265	6,934,858	859,948	5,560,551

* Loss.

St. Paul & Duluth.—At a recent meeting of the directors of this company the Commissioners were directed to examine into its affairs and determine the disposition of the assets. The Commissioners have accordingly directed that a 10 per cent dividend of preferred stock be made among the stockholders, payable on a date to be named in the near future.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, September 23, 1881.

JAMES A. GARFIELD, President of the United States, died on Monday night, the 19th inst., of wounds inflicted by an assassin on the 2d of July last. The sad event has plunged the whole country in mourning and visibly affected the entire civilized world; but his death having been anticipated, its influence upon finances and trade was greatly modified. Public exchanges for the transaction of business were wholly or partially closed in this and neighboring cities on Tuesday, and in others on Wednesday. Chester A. Arthur, the Vice-President, succeeded to the office of President, taking the oath at the Capitol in Washington on Thursday, and making an assuring address. The Cabinet will remain unchanged for the present, and there will be no called session of Congress, but the United States Senate will convene on the 10th of October. Business will be wholly suspended throughout the country on Monday next, when the late President Garfield will be buried at Cleveland, Ohio.

The provision market has lately shown considerable firmness, though early in the week easier prices were noticed. The speculation has been fairly liberal. To-day mess pork sold at $19 75, and heavy repacked at $20 75; extra prime at $16; October was quoted at $19 50, November at $19 70, and December $19 80. Bacon was dull at 11c. for long clear. Lard was firmer early in the day, but at the close an easier tone set in. Prime Western on the spot sold at 11·45c., choice at 11·60c., "off" grade at 11·75c., prime city at 12·30c.; October options sold at 12·37½@12·42½c., closing at 12·37½c.; November, 12·52½@12·55c.; January, 12·77½@12·85c., closing at 12·80c.; March, 12·90@12·95c.; May, 13c.; December quoted at 12·65c., and seller the year, 12·37½c.; refined to the Continent sold at 12·47½c. Tallow firm at 9@9¼c. Stearine quiet at 13@13¼c. Beef has been very active for export at $21 50@$24 for extra India mess. Beef hams quiet at $22@$23. Butter is quiet, but about steady. Cheese in better receipt; good and choice factory, 12@12¾c.

Rio coffee has been quiet at a decline to 11@11¾c. for fair grade of the old and new crops; at the close, however, there is a rather better demand, and the market was firm at these quotations; mild grades have been in moderate supply and very quiet at unchanged quotations. Spices have been very dull, and in most cases nominal in value. Rice has been scarce and quiet at steady and unchanged prices. Tea has brought about steady prices at two rather small auctions. Molasses has been fairly active and steady for foreign, but New Orleans has sold freely at somewhat higher prices, the range of quotations latterly being 35@60c. Raw sugar has been very active at an advance to 7⅞@8 1-16c. for fair to good refining, and 8⅞c. for 96 degrees test centrifugal; the demand has been largely for centrifugal, though Iloilo and Manila sugars have also been quite freely taken by refiners. The stock in Havana is held by a few parties and it is stated that the Cuban crop is short this year.

	Hhds.	*Boxes.*	*Bags.*	*Melado.*
Receipts since September 1	16,878	527	13,860	6
Sales since September 1	31,712	627	164,998	162
Stock September 21, 1881	82,015	7,588	874,548	148
Stock September 22, 1880	103,531	14,234	988,210	7,160

Refined sugar has been very active of late, and after some decline early in the week, consequent on a rather slack trade, prices again advanced and close firm at 10⅜c. for crushed cut loaf and cubes, 10⅛c. for granulated and 9 11-16c. for standard "A."

Naval stores have remained very firm, and spirits turpentine has sold fairly. Rosins have been rather dull, as present prices are above shippers' limits; good strained quoted at $2 50. Spirits turpentine in yard 54½@55c. Petroleum has declined to 8c. for refined for export under lessened export calls. Crude certificates are also lower at 92⅞c., after selling early in the week at $1 01½. Ingot copper sold at 18¼c. for Lake, but closed at 18¼@18½c. Lead is held at 5¼@5⅝c. for common domestic. Steel rails very active; 75,000 tons were sold at the mills for 1882 delivery at $55. American and Scotch pig irons are in demand and very firm.

Ocean freight room has been very liberally dealt in. Berth tonnage has ruled irregular and lower, but Petroleum vessels have been maintained at full figures. To-day grain was taken to Liverpool by steam at 2½@2⅝d.; bacon, 15@20s.; cheese, 25s.; flour, 10s.; cotton, ⅛@3-16@¼d.; grain to London by steam, 3¾@4d., latter rate from store; grain to Hull by steam, 3⅝d.; do. to Avon-mouth by steam 3¼@3½d.; do. to Glasgow by steam quoted 2½d.; do. to Cork for orders, 4s. 3d. per qr.; refined petroleum to Cork for orders, 3s. 10½d.

Kentucky tobacco has been quiet; sales for the week are only 313 hhds., mostly for home consumption. Prices however are firm; lugs, 6¾@7½c., and leaf 8@15c. The business in seed leaf, on the contrary, has been very large, amounting to 6,900 cases, as follows: 3,200 cases 1880 crop, Pennsylvania, assorted, 11@22c.; 2,200 cases 1880 crop, New England, Housatonic, assorted, 22@24c., and Hartford County wrappers, 20@35c.; 700 cases 1880 crop, State, Onondaga, 7@14c., and flats private terms; 500 cases 1880 crop, Ohio, assorted, 6@6¾c., and wrappers, 13@15c.; 50 cases 1879 crop, Ohio, 8c.; 250 cases 1880 crop, Wisconsin seed leaf, 5@15c., and Havana seed, 12½@20c; also 600 bales 1881 crop, Remedios, on private terms, and 500 bales 1879-80 crops, fillers, 85c.@$1 20.

COTTON.

FRIDAY, P. M., September 23, 1881.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept 23), the total receipts have reached 110,433 bales, against 92,052 bales last week, 70,812 bales the previous week and 46,722 bales three weeks since; making the total receipts since the 1st of September, 1881, 289,361 bales, against 321,443 bales for the same period of 1880, showing a decrease since September 1, 1881, of 32,082 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,708	4,269	2,177	2,674	3,233	2,287	17,348
Indianola, &c.	....	....	....	....	....	658	658
New Orleans	2,806	1,937	7,979	2,685	1,177	11,202	27,836
Mobile	697	1,782	1,417	370	1,094	1,448	6,808
Florida	....	....	...	....	....	152	152
Savannah	4,979	4,562	2,824	3,978	4,538	3,741	24,622
Brunsw'k, &c.	....	....	....	....	....	475	475
Charleston	2,818	2,062	1,994	3,272	2,125	3,090	15,361
Pt. Royal, &c.	....	....	....	....	....	....	....
Wilmington	437	168	484	382	453	545	2,469
Moreh'd C.,&c	....	....	....	....	....	70	70
Norfolk	1,702	2,186	2,293	2,048	1,183	2,110	11,522
City Point,&c.	....	....	....	....	....	1,342	1,342
New York	....	....	159	....	84	57	300
Boston	54	38	91	129	109	287	708
Baltimore	100	109	58	....	....	60	327
Philadelp'a, &c.	63	43	....	13	....	316	435
Totals this week	16,364	17,206	19,476	15,557	13,996	27,840	110,433

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night and the same items for the corresponding periods of last year.

Receipts to September 23.	1881. This Week.	1881. Since Sep. 1, 1881.	1880. This Week.	1880. Since Sep. 1, 1880.	Stock. 1881.	Stock. 1880.
Galveston	17,348	54,123	17,463	51,241	56,500	27,737
Indianola, &c.	658	2,623	131	1,992	.....	.....
New Orleans	27,836	62,344	18,606	36,675	110,286	42,579
Mobile	6,808	16,469	6,022	13,677	9,761	7,163
Florida	152	241	219	291	.. ..	.....
Savannah	24,622	73,603	32,652	88,937	38,477	62,158
Brunswick, &c.	475	1,168	776	1,241	.....	.....
Charleston	15,361	34,712	28,507	63,725	22,599	46,401
Port Royal, &c.	.....	4	57	57	.....	.....
Wilmington	2,469	6,925	3,915	9,794	4,207	5,047
M'head City,&c	70	112	361	435	.....	.....
Norfolk	11,522	27,827	19,891	38,130	6,957	14,945
City Point, &c.	1,342	3,432	4,743	8,015	.....	.....
New York	300	1,135	37	90	81,519	43,190
Boston	708	1,489	2,234	4,534	4,295	2,056
Baltimore	327	2,480	481	1,085	2,564	1,762
Philadelphia, &c.	435	674	318	1,524	3,932	2,095
Total	110,433	289,361	136,413	321,443	341,097	255,133

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1881.	1880.	1879.	1878.	1877.	1876.
Galvest'n,&c.	18,006	17,594	22,026	14,048	9,396	17,362
New Orleans	27,836	18,606	19,872	8,373	5,472	19,400
Mobile	6,808	6,022	9,776	3,798	2,915	7,519
Savannah	24,622	32,652	30,438	33,849	11,327	18,549
Charl'st'n, &c	15,361	28,564	19,011	22,630	7,580	14,276
Wilm'gt'n, &c	2,539	4,276	4,096	4,009	1,896	3,124
Norfolk, &c.	12,864	24,634	18,870	8,813	3,619	12,330
All others	2,397	4,065	3,640	3,343	923	3,255
Tot. this w'k.	110,433	136,413	127,729	98,863	43,128	95,845
Since Sept. 1.	289,361	321,443	248,636	246,458	83,071	221,952

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 53,069 bales, of which 50,888 were to Great Britain, 1,919 to France and 262 to rest of the Continent, while the stocks as made up this evening are now 341,097 bales. Below are the exports for the week and since September 1, 1881.

Exports from—	Week Ending Sept. 23. Exported to— Great Brit'n.	France	Contin-nent.	Total Week.	From Sept. 1, 1881, to Sept. 23, 1881 Exported to— Great Britain.	France	Contin-nent.	Total
Galveston	.....	.....	.....	... ..	5,342	.....	.....	5,342
New Orleans	19,983	.....	.....	19,983	24,283	.....	.....	24,283
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	....	.....	.....	.....	.....	.....	.....	.....
Savannah	8,612	.....	.. ..	8,612	23,602	.....	.....	23,602
Charleston*	.....	.....	.. ..	.....	.....	.....	.....	.....
Wilmington	.....	.....	...	.....	.....	.....	.....	.....
Norfolk	6,283	.....	.....	6,283	13,000	.....	.....	13,000
New York	13,532	1,919	262	15,713	33,599	2,374	6,239	42,212
Boston	1,219	.....	.. ..	1,219	3,065	.....	.....	3,065
Baltimore	336	.....	.....	336	7,680	.. ..	146	7,826
Philadelp'a,&c	864	.....	.....	864	2,639	.....	.....	2,639
Total	50,888	1,919	262	53,069	113,210	2,374	6,415	121,999
Total 1880	40,169	13 757	3,343	57,269	121,963	24,441	5,859	155,263

*Includes exports from Port Royal, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Sept. 23, at—	On Shipboard, not cleared—for Great Britain.	France.	Other Foreign	Coast-wise.	Total.	Leaving Stock.
New Orleans	17,726	8,120	462	628	26,936	83,350
Mobile	1,650	None.	None.	None.	1,650	8,111
Charleston	5,500	1,000	None.	150	6,650	15,949
Savannah	7,100	None.	2,800	4,000	13,900	24,577
Galveston	14,173	None.	4,035	410	18,618	37,882
New York	3,700	None.	300	None.	*5,300	76,219
Other ports	3,000	None.	None.	1,000	4,000	17,955
Total	52,849	9,120	7,597	6,188	77,054	264,043

* Included in this amount there are 1,300 bales at presses for foreign ports, the destination of which we cannot learn.

Between the strong accounts from Liverpool and the improved crop accounts, the course of prices for cotton for future delivery was somewhat irregular early in the week under review. On Saturday and until noon Monday the early months and the more distant months declined. But on Monday afternoon the whole market gave way under the probability of the partial stoppage of English mills. On Tuesday there was some further decline, but the closing of the Cotton Exchange at noon prevented the full development of the tone of the market. On Wednesday the possible failure of the short-time movement in England and the smaller receipts at the ports caused some revival of speculative activity and confidence, upon which prices advanced, the upward movement continuing to near the close of Thursday's business, when some slight re-action took place. The buying has been mainly for Western and Southern account, and the selling for New York and New England account, and the contest between the rival parties to the speculation has at times been quite exciting. To-day the receipts at the ports were more liberal and foreign advices less favorable, yet there was some further advance. Cotton on the spot declined 1/16c. on Saturday and again on Monday. On Thursday quotations were fully revised—good middling and above reduced 1/16c.; middling and strict low middling unchanged; low middling advanced 1-16c.; strict good ordinary and good ordinary advanced 1/16c.; strict ordinary and ordinary advanced 3-16c.; stained middling advanced 1-16c.; low middling advanced 1/16c.; strict good ordinary and good ordinary advanced 3-16c. To-day the market closed easy at 11 7/16c. for middling uplands.

The total sales for forward delivery for the week are 644,200 bales. For immediate delivery the total sales foot up this week 7,611 bales, including 4,555 for export, 3,014 for consumption, 42 for speculation and — in transit. Of the above, 150 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Sept. 17 to Sept. 23.	UPLANDS. Sat.	Mon	Tues	NEW ORLEANS. Sat.	Mon	Tues	TEXAS. Sat.	Mon.	Tues
Ordin'y.	8 9/16	8 7/16	8 7/16	8 13/16	8 11/16	8 11/16	8 13/16	8 11/16	8 11/16
Strict Ord.	9 3/16	9 1/16	9 1/16	9 7/16	9 5/16	9 5/16	9 7/16	9 5/16	9 5/16
Good Ord.	10 1/8	10	10	10 3/8	10 1/4	10 1/4	10 3/8	10 1/4	10 1/4
Str. G'd Ord	10 11/16	10 9/16	10 9/16	10 15/16	10 13/16	10 13/16	10 15/16	10 13/16	10 13/16
Low Midd'g	11 7/16	11 5/16	11 5/16	11 11/16	11 9/16	11 9/16	11 11/16	11 9/16	11 9/16
Str. L'w Mid	11 13/16	11 11/16	11 11/16	12 1/16	11 15/16	11 15/16	12 1/16	11 15/16	11 15/16
Middling	12	11 7/8	11 7/8	12 1/4	12 1/8	12 1/8	12 1/4	12 1/8	12 1/8
Good Mid.	12 3/8	12 1/4	12 1/4	12 5/8	12 1/2	12 1/2	12 5/8	12 1/2	12 1/2
Str. G'd Mid	12 5/8	12 1/2	12 1/2	12 7/8	12 3/4	12 3/4	12 7/8	12 3/4	12 3/4
Midd'g Fair	13 3/8	13 1/4	13 1/4	13 5/8	13 1/2	13 1/2	13 5/8	13 1/2	13 1/2
Fair	14 1/8	14	14	14 3/8	14 1/4	14 1/4	14 3/8	14 1/4	14 1/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	8 7/16	8 5/8	8 5/8	8 11/16	8 7/8	8 7/8	8 11/16	8 7/8	8 7/8
Strict Ord.	9 1/16	9 1/4	9 1/4	9 5/16	9 1/2	9 1/2	9 5/16	9 1/2	9 1/2
Good Ord.	10	10 1/8	10 1/8	10 1/4	10 3/8	10 3/8	10 1/4	10 3/8	10 3/8
Str. G'd Ord	10 9/16	10 11/16	10 11/16	10 13/16	10 15/16	10 15/16	10 13/16	10 15/16	10 15/16
Low Midd'g	11 5/16	11 3/8	11 3/8	11 9/16	11 5/8	11 5/8	11 9/16	11 5/8	11 5/8
Str. L'w Mid	11 11/16	11 11/16	11 11/16	11 15/16	11 15/16	11 15/16	11 15/16	11 15/16	11 15/16
Middling	11 7/8	11 7/8	11 7/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Good Mid.	12 1/4	12 3/8	12 3/8	12 1/2	12 3/8	12 3/8	12 1/2	12 3/8	12 3/8
Str. G'd Mid	12 1/2	12 3/8	12 3/8	12 3/4	12 5/8	12 5/8	12 3/4	12 5/8	12 5/8
Midd'g Fair	13 1/4	13 1/8	13 1/8	13 1/2	13 3/8	13 3/8	13 1/2	13 3/8	13 3/8
Fair	14	13 7/8	13 7/8	14 1/4	14 1/8	14 1/8	14 1/4	14 1/8	14 1/8

STAINED.*	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	8 3/16	8 1/16	8 1/16	8 1/16	8 1/4	8 1/4
Strict Good Ordinary	9 5/16	9 3/16	9 3/16	9 3/16	9 3/8	9 3/8
Low Middling	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Middling	11 3/8	11 1/4	11 1/4	11 1/4	11 5/16	11 5/16

MARKET AND SALES.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT. Exp'rt.	Consump.	Spec. ul'n	Transit.	Total.	FUTURES. Sales.	Deliveries.
Sat.	Dull at 1/8 dec.	....	66	....	....	66	99,000	....
Mon.	Q't & st'y, 1/8 dec.	611	477	....	....	1,088	166,800	300
Tues.	Dull	94	273	....	....	367	96,000	400
Wed.	Steady	1,159	885	....	....	2,044	113,000	400
Thurs	St'dy at rev. quo.	1,691	788	42	....	2,521	88,500	300
Fri.	Easy	1,000	525	....	....	1,525	80,900	500
Total		4,555	3,014	42	....	7,611	644,200	1,900

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.
Saturday, Sept. 17—	Variable.											
Sales, total	99,000	5,500	10,200	7,900	15,300	42,700	6,600	4,000	4,200	1,300	700	300
Prices paid (range)	11·55@12·53	11·62@11·70	11·55@11·64	11·55@11·66	11·68@11·90	11·89@11·99	12·10@12·22	12·22@12·33	12·35@12·40	12·45@12·53	12·50@ —	— @ —
Closing	Irregular.	11·70—11·71	11·62—11·63	11·63—11·64	11·75—11·76	11·93— —	12·06—12·07	12·17— —	12·25—12·26	12·37—12·38	12·44— —	— @ —
Monday, Sept. 19—	Lower.											
Sales, total	166,800	11,400	9,800	11,600	19,700	88,700	8,800	10,700	3,100	2,300	700	300
Prices paid (range)	11·45@12·44	11·60@11·76	11·45@11·70	11·46@11·70	11·57@11·81	11·71@11·99	11·82@12·07	11·92@12·17	12·05@12·27	12·21@12·39	12·42@12·44	— @ —
Closing	Dull.	11·60— —	11·46—11·48	11·48—11·49	11·60—11·61	11·77—11·78	11·83—11·90	12·00—12·02	12·10—12·12	12·20—12·22	12·34—12·37	— @ —
Tuesday, Sept. 20—	Easier.											
Sales, total	96,000	1,600										
Prices paid (range)	11·40@12·27	11·58@11·60	11·40@11·49	11·40@11·50	11·50@11·62	11·65@11·79	11·77@11·80	11·89@12·01	12·00@12·10	12·12@12·20	12·24@12·27	— @ —
Closing	Steady.	11·58—11·61	11·44—11·45	11·44—11·45	11·53—11·54	11·68—11·69	11·79—11·80	11·92—11·93	12·03—12·04	12·14—12·15	12·23—12·24	— @ —
Wednesday, Sept. 21—	Firmer.											
Sales, total	113,000	3,700	7,300	7,300	19,200	48,500	9,000	10,700	3,600	2,500	1,200	
Prices paid (range)	11·55@12·48	11·69@11·80	11·55@11·68	11·55@11·69	11·68@11·80	11·82@11·95	11·97@12·06	12·08@12·19	12·20@12·29	12·30@12·38	12·38@12·48	— @ —
Closing	Steady.	11·74—11·75	11·60—11·61	11·62— —	11·71—11·72	11·88—11·98	12·00—12·02	12·12—12·13	12·22—12·24	12·33—12·34	12·43—12·44	— @ —
Thursday, Sept. 22—	Higher.											
Sales, total	88,500	4,300	5,700	7,500	15,600	37,700	6,000	6,700	2,800	1,300	900	
Prices paid (range)	11·64@12·50	11·75@11·90	11·66@11·71	11·64@11·72	11·76@11·83	11·93@12·00	12·05@12·11	12·16@12·23	12·28@12·32	12·39@12·42	12·48@12·50	— @ —
Closing	Quiet.	11·87—11·88	11·69—11·70	11·70—11·71	11·79—11·80	11·96—11·97	12·08—12·09	12·19—12·20	12·29—12·30	12·39—12·40	12·49—12·50	— @ —
Friday, Sept. 23—	Firmer.											
Sales, total	80,900	5,100	5,100	6,100	14,300	30,000	6,500	8,400	3,600	1,700	100	
Prices paid (range)	11·72@12·55	11·88@11·96	11·73@11·90	11·72@11·80	11·81@11·89	11·97@12·05	12·09@12·17	12·20@12·29	12·31@12·41	12·41@12·50	— @12·55	— @ —
Closing	Firm.	11·93—11·94	11·80— —	11·80— —	11·88—11·89	12·03—12·04	12·17— —	12·27—12·28	12·38—12·39	12·48—12·49	12·57—12·59	— @ —
Total sales this week	644,200	31,400	43,700	52,100	101,300	290,100	43,300	45,900	21,800	10,200	4,100	300
Sales since Sept. 1, '81	*3,328,800	303,100	329,200	279,800	569,500	1,283,100	164,500	215,200	103,400	79,100	28,400	3,400

* Includes 100 for August, 1881.

Transferable Orders—Saturday, 11·75; Monday, 11·60; Tuesday, 11·65; Wednesday, 11·75; Thursday, 11·90; Friday, 11·95.

Short Notices for September—Saturday, 11·55@61; Monday, 11·70@11·65; Tuesday, 11·59@11·57; Wednesday, 11·75; Thursday, 11·72@11·76; Friday, 11·88@11·87.

The following exchanges have been made during the week:

·12 pd. to exch 200 Sept. for Jan.
·03 pd. to exch. 500 Sept. s.n. 26th for regular.

·35 pd. to exch. 1,000 Jan. for Apr.
·03 pd. to exch. 300 Sept. s. n. 24th for regular.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Sept. 23), we add the item of exports from the United States, including in it the exports of Friday only:

	1881.	1880.	1879.	1878.
Stock at Liverpool.....bales.	693,000	534,000	246,000	387,000
Stock at London.....	44,300	52,900	62,695	23,000
Total Great Britain stock	737,300	586,900	308,695	410,000
Stock at Havre.....	173,000	72,300	110,130	143,250
Stock at Marseilles.....	4,580	8,540	1,830	1,250
Stock at Barcelona.....	41,300	40,100	14,262	14,000
Stock at Hamburg.....	1,500	4,200	2,400	5,000
Stock at Bremen.....	42,500	26,700	16,649	29,000
Stock at Amsterdam.....	26,900	18,100	27,972	41,000
Stock at Rotterdam.....	3,470	2,530	1,938	7,750
Stock at Antwerp.....bales.	2,300	981	.....	4,500
Stock at other conti'ntal ports.	23,700	11,000	3,494	11,250
Total continental ports....	319,250	184,451	188,660	257,000
Total European stocks.. ..	1,056,550	771,351	497,355	667,000
India cotton afloat for Europe.	140,000	90,000	153,891	149,000
Amer'n cotton afloat for Eur'pe	113,000	126,000	47,046	29,000
Egypt, Brazil, &c., afit for E'r'pe	14,000	17,000	3,653	6,000
Stock in United States ports ..	341,097	255,173	197,305	170,723
Stock in U. S. interior ports...	87,191	34,894	16,182	20,578
United States exports to-day..	8,680	12,000	1,000	1,500
Total visible supply.....	1,760,518	1,306,418	916,432	1,043,801
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	547,000	344,000	96,000	229,000
Continental stocks.....	168,000	95,000	94,000	203,000
American afloat for Europe....	113,000	126,000	47,046	29,000
United States stock.....	341,097	255,173	197,305	170,723
United States interior stocks..	87,191	61,009	40,774	37,872
United States exports to-day..	8,680	12,000	1,000	1,500
Total American.....	1,264,968	893,182	476,125	671,095
East Indian, Brazil, &c.—				
Liverpool stock.....	146,000	190,000	150,000	158,000
London stock.....	44,300	52,900	62,695	23,000
Continental stocks	151,250	89,451	94,660	54,000
India afloat for Europe.....	140,000	90,000	153,891	149,000
Egypt, Brazil, &c., afloat..	14,000	17,000	3,653	6,000
Total East India, &c	495,550	439,351	464,899	390,000
Total American.....	1,264,968	893,182	476,125	671,095
Total visible supply.....	1,760,518	1,332,533	941,024	1,061,095
Price Mid. Upl., Liverpool	7 1/4d.	7 1/16d.	6 5/8d.	6 3/8d.

☞ The imports into Continental ports this week have been 10,300 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 427,985 bales as compared with the same date of 1880, an *increase* of 819,494 bales as compared with the corresponding date of 1879 and an *increase* of 699,423 bales as compared with 1878.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1880—is set out in detail in the following statement:

	Week ending Sept. 23, '81.			*Week ending Sept. 24, '80.*		
	Receipts.	*Shipm'ts*	*Stock.*	*Receipts.*	*Shipm'ts*	*Stock.*
Augusta, Ga.....	6,053	4,717	5,647	10,175	7,908	5,573
Columbus, Ga...	4,675	2,849	5,073	4,136	2,732	4,800
Macon, Ga.....	3,000	2,440	3,492	4,205	3,696	3,733
Montgom'ry, Ala.	5,564	4,299	5,143	6,222	3,298	5,753
Selma, Ala.....	4,607	2,126	4,805	3,682	2,077	3,420
Memphis, Tenn..	8,402	3,842	16,783	5,612	2,166	10,783
Nashville, Tenn.	697	500	2,637	542	392	832
Dallas, Texas ...	2,125	1,098	2,641	660	687	360
Jefferson, Tex...	732	361	709	143	....	369
Shreveport, La..	2,321	1,106	4,158	1,419	893	1,514
Vicksburg, Miss.	3,259	2,687	2,876	1,216	659	1,000
Columbus, Miss..	1,287	362	1,627	211	37	336
Eufaula, Ala....	2,190	2,359	1,320	1,905	1,635	1,148
Griffin, Ga.....	2,273	1,104	2,109	1,834	1,130	1,103
Atlanta, Ga.....	8,764	1,255	8,739	7,045	2,387	8,111
Rome, Ga.....	2,646	939	3,352	3,344	1,425	3,073
Charlotte, N. C*.	300	300	350	2,899	3,008	591
St. Louis, Mo....	6,181	5,431	11,109	4,382	2,809	7,246
Cincinnati, O....	4,017	3,262	4,621	1,079	857	1,264
Total, old ports..	69,093	41,027	87,191	60,711	37,796	61,009
Newberry, S. C.	414	324	180	947	947	44
Raleigh, N. C....	1,768	2,200	856	4,294	3,518	1,500
Petersburg, Va..	251	175	160	56	5	69
Louisville, Ky...	97	63	1,160	152	119	1,399
Little Rock, Ark.	716	511	1,042	785	600	405
Brenham, Tex...	1,455	1,660	1,725	2,017	1,711	2,368
Houston, Tex....	16,136	15,643	11,465	19,093	17,165	11,074
Total, new ports	20,837	20,576	16,588	27,344	24,065	16,859
Total, all	89,930	61,603	103,779	88,055	61,861	77,868

* This year's figures estimated.

The above totals show that the old interior stocks have *increased* during the week 28,066 bales, and are to-night 26,182 bales *more* than at the same period last year. The receipts at the same towns have been 8,382 bales *more* than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*Stock at Interior Ports*			*Rec'pts from Plant'ns.*		
	1879.	1880.	1881.	1879.	1880.	1881.	1879.	1880.	1881.
July 8.. ..	3,032	14,070	19,163	20,691	71,950	64,212	1,335	10,917	16,387
" 15.....	2,809	10,691	18,199	15,528	66,198	54,777	.....	4,939	8,764
" 22.....	3,272	13,148	19,362	14,410	56,662	48,397	2,154	3,619	12,982
" 29.....	2,503	10,859	16,151	13,966	49,631	40,926	2,059	3,828	8,080
Aug. 5.	3,945	8,932	17,818	13,049	41,567	36,836	3,028	858	13,718
" 12.....	3,462	8,691	13,062	11,477	35,473	43,365	1,890	2,657	19,601
" 19.....	4,843	8,396	20,538	7,463	29,864	39,744	829	2,787	16,917
" 26.....	4,875	21,123	35,078	7,301	27,762	33,753	4,713	19,021	29,087
Sept. 2	13,920	42,082	46,722	9,598	21,770	35,692	16,217	36,090	48,661
" 9.....	30,054	61,117	70,812	14,563	25,550	42,983	35,019	64,897	78,103
" 16	76,933	102,695	92,052	23,896	38,094	59,125	82,266	115,239	108,154
" 23.....	127,729	136,413	110,433	40,774	61 009	87,191	144,677	159,328	138,49

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1881 were 341,017 bales; in 1880 were 357,509 bales; in 1879 were 282,109 bales.

2. That, although the receipts at the out-ports the past week were 110,433 bales, the actual movement from plantations was 138,499 bales, the balance going to increase the stocks at the interior ports. Last year the receipts from the plantations for the same week were 159,328 bales and for 1879 they were 144,607 bales.

Weather Reports by Telegraph.—The weather during the past week has been fairly favorable at most points in the South. In many sections picking is progressing finely, and cotton is being marketed freely.

Galveston, Texas.—We have had a shower on one day of the past week, the rainfall reaching six hundredths of an inch. The country continues very dry, but rain now would do more harm than good. Picking is progressing finely. The thermometer has ranged from 66 to 85, averaging 76.

Indianola, Texas.—We have had no rain during the past week. Picking is progressing finely. Average thermometer 81, highest 83 and lowest 66.

Corsicana, Texas.—We have had no rain during the past week. Picking is progressing finely and will soon be finished. The thermometer has ranged from 49 to 92, averaging 74.

Dallas, Texas.—We have had no rain during the past week. No rain is wanted now, as it is too late. Picking is progressing finely. The crop will be short. Average thermometer 74, highest 92 and lowest 49.

Brenham, Texas.—The weather has been warm and dry during the past week. It is now too late for rain to do any good to cotton. Picking is progressing finely. Uplands will be very short, but bottoms will do better. The thermometer has ranged from 67 to 86, averaging 76.

Waco, Texas.—Telegram not received.

New Orleans, Louisiana.—It has rained on one day during the past week, the rainfall reaching seventeen hundredths of an inch. The thermometer has averaged 77.

Shreveport, Louisiana.—The weather has been warmer during the past week, with very little rain. The heavy rain of last week was of no apparent benefit to cotton. The river is still low. The thermometer has ranged from 47 to 93, averaging 76.

Vicksburg, Mississippi.—The weather has been warm and dry during all of the past week.

Columbus, Mississippi.—We have had no rain during the past week. The thermometer has ranged from 62 to 86, averaging 74.

Little Rock, Arkansas.—The weather during the past week has been dry and warm. Crops have been damaged by the continued drought at least forty to fifty per cent. The thermometer has ranged from 50 to 91, averaging 74. Last week the weather was cool and pleasant, with a slight shower on one day and a slight frost on the 16th. The rainfall reached five hundredths of an inch. The thermometer averaged 67 and ranged from 42 to 92. The weather during the week ending September 9 was dry and hot. The thermometer ranged from 72 to 98 and averaged 84.

Nashville, Tennessee.—We have had no rain during the past week. Picking is progressing finely. The thermometer has averaged 69, the highest being 89 and the lowest 50.

Selma, Alabama.—Telegram not received.

Mobile, Alabama.—The weather has been warm and dry during the past week. Crop accounts are more favorable. The thermometer has ranged from 58 to 88, averaging 74.

Montgomery, Alabama.—The weather has been warm and dry during the past week. Picking is progressing finely and planters are sending their crop to market freely. Average thermometer 73, highest 86, lowest 57.

Madison, Florida.—We had rain on two days during the early part of the week, but the latter portion has been clear and pleasant. Crop accounts are less favorable. About one half of the crop has been picked. The thermometer has ranged from 68 to 80, averaging 74.

Macon, Georgia.—It has been rainy on three days of the past week, and the balance of the week has been pleasant and very favorable for picking. Picking is progressing finely, and crop accounts continue more favorable. A good average crop will be made in this section. Some planters are holding back their crop from market, believing in higher prices later on. The thermometer has averaged 72, ranging from 64 to 84.

Columbus, Georgia.—It has rained on two days during the past week, the rainfall reaching seventy hundredths of an inch. Picking is progressing finely, and planters are sending their crop to market freely. Average thermometer 81, highest 85, lowest 69.

Savannah, Georgia.—It has rained on three days of the past week, and the rest of the week has been pleasant. The rainfall reached one inch and ninety-one hundredths. The thermometer has ranged from 64 to 84, averaging 77.

Augusta, Georgia.—It has rained on three days of the past week, on two of which the rain was heavy and general. The rainfall reached seventy-one hundredths of an inch. Crop accounts are more favorable, and late cotton is doing well. Picking is progressing finely, and planters are sending their crop to market freely. Average thermometer 75, highest 88 and lowest 71.

Atlanta, Georgia.—It has rained on one day the past week, the rainfall reaching sixteen hundredths of an inch. The thermometer has averaged 73, ranging from 61 to 84.

Charleston, South Carolina.—We have had rain on two days during the past week, and the rainfall has reached one inch and twelve hundredths. The thermometer has averaged 77, the highest being 86 and the lowest 68.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 22, 1881, and September 23, 1880.

		Sept. 22, '81. Feet.	Inch.	Sept. 23, 80. Feet.	Inch.
New Orleans	Below high-water mark	13	6	12	1
Memphis	Above low-water mark	4	9	6	0
Nashville	Above low-water mark	1	4	1	0
Shreveport	Above low-water mark	0	2	7	3
Vicksburg	Above low-water mark	Missing.		Missing.	

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

Jute Butts, Bagging, etc.—There has not been much inquiry for bagging during the past week and the market is quiet. There is an easier feeling among sellers, and prices are ruling in buyers' favor. The only sales are in small parcels for present wants, and these are being made at 9½c. for 1¾ lbs., 10c. for 2 lbs. and 11½c. for standard grades. Butts have not moved during the past week, and beyond a few jobbing orders no transactions are reported. Prices are a shade under our last quotations, but are steadily held, and at the close dealers are naming 2¾c. for paper grades and 2⅞@3c. for bagging qualities.

Weather Record for August.—Below we give the rainfall and thermometer record, for the month of August and previous months of this year and last year.

Rainfall.	*March.* 1881.	1880.	*April.* 1881.	1880.	*May.* 1881.	1880.	*June.* 1881.	1880.	*July.* 1881.	1880.	*August.* 1881.	1880.
Norfolk.— Rainfall, in..	3·00	5·34	4·06	1·83	1·49	0·54	3·74	5·34	6·47	7·84	1·74	9·99
Days of rain.	14	17	16	9	17	6	14	10	13	15	7	10
Wilming'n.— Rainfall, in..	5·14	1·93	3·47	3·52	2·11	1·84	3·48	6·93	12·40	9·20	4·99	8·79
Days of rain.	11	14	13	10	9	5	12	10	10	16	7	16
Charlest'n— Rainfall, in..	4·11	2·01	3·33	3·65	0·48	0·90	1·47	2·18	4·99	5·77	7·25	3·07
Days of rain.	12	11	14	10	5	4	10	5	7	14	14	11
Augusta.— Rainfall, in..	7·54	6·43	4·71	5·72	1·35	2·98	2·11	1·54	3·46	5·98	4·82	5·10
Days of rain.	11	13	15	15	7	8	12	8	6	17	15	19
Atlanta.— Rainfall, in..	10·55	11·44	3·71	5·75	1·15	4·26	2·36	5·30	0·74	2·47	3·83	3·22
Days of rain.	11	14	9	12	5	7	5	8	4	9	8	10
Savannah.— Rainfall, in..	3·79	1·14	3·32	4·49	0·83	2·53	0·91	2·30	1·25	7·24	9·63	3·94
Days of rain.	10	11	12	12	6	8	11	11	11	19	14	....
Columb's, Ga. Rainfall, in..	10·31	8·60	7·65	4·56	3·37	11·84	5·97	0·45	3·96	5·43	6·01	7·19
Days of rain.	7	9	4	7	5	5	8	2	4	10	8	9
Macon.— Rainfall, in .	7·16	5·69	4·96	4·35	1·00	3·22	2·97	1·41	3·71	1·67	6·30	6·73
Days of rain.	4	8	7	5	1	4	....	....	4	7	7	10
Rome, Ga — Rainfall, in..	7·70	10·40	3·35	9·25	4·47	1·68	3·05	2·35	1·40	3·15	2·12	5·35
Days of rain.	7	....	5	....	7	4	5	6	3	4	7	5
Jacksonv.— Rainfall, in..	2·89	1·69	4·57	1·05	2·61	6·24	2·82	3·00	7·61	5·94	10·23	8·96
Days of rain.	11	8	8	9	8	11	6	13	17	17	16	19
Cedar Keys. Rainf'll, in..	3·80	2·83	3·45	0·73	2·25	4·94	1·69	8·76	11·86	9·10	....	19·45
Days of rain.	10	6	5	4	5	12	6	16	16	11	....	16
Montgom'ry. Rainfall, in..	5·45	9·26	4·52	6·42	1·41	7·07	3·04	0·90	2·18	3·17	4·66	4·41
Days of rain.	13	15	8	13	11	14	11	8	9	14	11	15
Mobile.— Rainfall, in..	10·41	9·41	9·21	2·99	1·44	5·62	4·85	5·08	2·77	4·93	15·22	4·76
Days of rain.	12	14	11	12	8	16	11	11	15	19	....	15
N. Orleans.— Rainfall, in..	2·75	6·66	3·92	6·88	3·20	6·55	2·84	6·43	6·97	11·22	4·21	4·60
Days of rain.	11	16	7	10	10	14	13	20	15	21	9	18
Shreveport. Rainfall, in..	1·80	6·17	2·81	8·43	8·63	3·21	0·38	2·74	3·17	10·97	0·49	1·21
Days of rain.	7	12	7	10	13	12	3	16	6	13	6	7
Fayette,Miss Rainfall, in..	5·20	8·60	4·20	13·40	3·80	2·30	1·30	3·00	2·20	5·10	1·90	7·50
Days of rain.	7	10	5	10	8	6	4	10	6	9	5	11
Col'bus, Miss. Rainfall, in..	6·66	7·57	3·73	10·20	5·12	3·22	3·82	3·77	0·98	4·68	6·25	5·22
Days of rain.	9	11	6	11	12	9	8	....	3	11	7	7
Vicksburg.— Rainfall, in..	3·53	11·23	1·48	9·09	4·39	5·99	1·94	6·36	....	4·89	2·53	5·67
Days of rain.	9	14	6	13	....	8	4	10	6	13	5	12
Little Rock. Rainfall, in..	2·06	6·64	1·48	4·56	4·69	2·24	6·17	3·38	2·16	3·23	....	5·38
Days of rain.	10	17	9	14	17	8	10	12	6	9	....	13
Nashville.— Rainfall, in..	2·79	8·16	5·12	5·26	3·67	4·13	3·70	3·95	0·86	5·69	1·81	2·22
Days of rain.	19	17	18	10	16	8	16	12	6	12	12	16
Memphis.— Rainfall, in..	3·23	8·82	5·74	3·91	2·80	3·82	2·83	4·96	0·89	2·14	1·97	3·08
Days of rain.	17	17	17	14	19	8	14	12	6	12	12	14
Galveston.— Rainfall, in..	1·47	6·54	4·76	1·71	3·50	4·09	0·03	8·33	4·92	2·48	5·98	1·62
Days of rain.	11	14	12	10	13	8	4	20	14	14	12	12
Indianola.— Rainfall, in..	0·29	2·43	3·22	0·55	2·02	3·66	....	3·48	1·20	4·83	6·30	7·45
Days of rain.	11	14	6	13	10	11	2	9	11	11	10	11
Corsicana.— Rainfall, in..	2·71	4·08	3·73	5·90	14·33	3·15	....	2·75	2·36	3·43	0·21	0·38
Days of rain.	5	12	9	8	14	7	....	8	10	10	4	5

Thermometer.	March.		April.		May.		June.		July.		August.	
	1881.	1880.	1881.	1880.	1881.	1880.	1881.	1880.	1881.	1880.	1881.	1880.
NORFOLK.—												
Highest	73·0	81·0	80·0	84·0	92·0	98·0	99·0	101·0	102·0	102·0	99·0	95·0
Lowest	29·0	27·0	28·0	27·0	49·0	45·0	58·0	58·0	62·0	63·0	61·0	62·0
Average	45·6	48·5	52·5	60·6	67·1	73·4	74·0	76·6	79·8	80·2	76·9	76·8
WILMINGTON.												
Highest	78·0	89·0	86·0	90·0	93·0	92·0	95·0	100·0	96·0	98·0	94·0	93·0
Lowest	31·0	34·0	33·0	34·0	54·0	45·0	59·0	57·0	62·0	65·0	62·0	60·0
Average	52·1	56·2	57·8	63·5	70·6	70·9	78·4	76·6	80·5	79·4	79·1	77·4
CHARLEST'N—												
Highest	75·0	80·0	81·0	87·0	91·0	89·0	96·5	100·0	103·0	97·0	97·5	93·0
Lowest	33·0	40·0	32·0	39·0	56·0	53·0	64·0	6·0	67·0	71·0	69·0	6·0
Average	54·6	61·2	60·3	67·0	73·1	73·1	81·8	80·6	83·5	83·4	81·0	81·4
AUGUSTA.—												
Highest	77·0	84·0	89·3	88·0	98·2	89·0	101·8	99·0	102·3	96·0	100·1	96·0
Lowest	33·0	32·0	31·0	36·0	58·3	50·0	62·3	60·0	64·3	69·0	66·1	67·0
Average	53·0	59·9	62·2	66·1	75·1	73·4	81·7	81·0	84·2	82·2	80·5	80·1
ATLANTA.—												
Highest	71·0	79·0	82·0	86·0	93·0	89·0	96·0	92·0	100·0	95·0	98·0	95·0
Lowest	28·0	34·0	25·0	33·0	52·0	44·0	57·0	59·0	60·0	64·0	67·0	64·0
Average	47·0	55·0	58·1	62·0	71·5	71·3	77·5	76·0	81·2	78·5	79·7	76·4
SAVANNAH.—												
Highest	76·0	85·0	86·0	84·0	93·5	89·0	99·0	100·0	101·5	97·0	96·5	92·0
Lowest	36·0	43·0	33·0	41·0	57·5	56·0	66·0	63·0	71·0	70·0	66·0	69·0
Average	56·7	64·3	63·3	68·9	74·2	73·7	82·6	81·9	84·7	83·1	80·3	81·2
COLUMB'S, Ga.												
Highest	70·0	82·0	85·0	88·0	90·0	86·0	100·0	98·0	102·0	98·0	96·0	95·0
Lowest	37·0	42·0	49·0	42·0	64·0	58·0	70·0	71·0	64·0	70·0	75·0	67·0
Average	54·0	65·0	65·0	68·0	80·0	72·0	85·0	84·0	85·0	82·0	84·0	80·0
MACON.—												
Highest	74·0	84·0	86·0	88·0	92·0	86·0	97·0	95·0	99·0	95·0	94·0	94·0
Lowest	36·0	34·0	27·0	34·0	56·0	52·0	62·0	62·0	63·0	68·0	66·0	67·0
Average	54·0	60·0	63·0	66·0	73·0	73·0	80·0	80·0	83·0	78·0	80·0	79·6
ROME, Ga.—												
Highest	69·0	75·0	82·0	86·0	91·0	86·0	96·0	92·0	101·0	96·0	100·0	91·0
Lowest	22·0	33·0	27·0	33·0	52·0	44·0	54·0	59·0	60·0	65·0	63·0	64·0
Average	48·9	55·8	59·8	63·1	72·2	72·3	78·6	77·0	....	....	....	77·7
JACKSONV.—												
Highest	80·0	86·0	88·0	91·0	96·0	95·0	99·0	100·5	99·0	97·0	96·0	96·5
Lowest	39·0	43·0	37·0	42·0	63·0	58·0	66·0	69·0	70·0	70·0	70·0	70·0
Average	60·0	68·3	67·4	71·9	75·8	73·9	83·2	81·0	83·8	82·6	81·6	81·2
CEDAR KEYS.												
Highest	74·0	81·0	84·0	88·0	91·0	91·0	93·0	94·0	94·0	94·0	....	93·0
Lowest	40·0	49·0	38·0	50·0	66·0	60·0	68·0	65·0	69·0	71·0	....	70·0
Average	58·8	69·0	66·2	71·4	76·5	76·2	82·4	80·8	83·1	82·6	....	80·4
MONTGOM'RY.												
Highest	76·0	85·0	89·0	90·0	96·0	92·0	105·5	98·0	106·9	100·0	96·8	97·0
Lowest	34·0	39·0	30·0	40·0	58·0	49·0	61·2	63·0	65·0	69·0	67·7	70·0
Average	54·3	62·0	64·4	67·5	76·2	76·7	82·9	80·1	84·2	81·9	81·1	80·5
MOBILE.—												
Highest	78·0	82·0	90·0	85·0	94·0	90·0	99·8	95·0	100·8	98·0	96·0	96·0
Lowest	38·0	39·0	32·0	42·0	58·5	53·0	64·0	63·0	69·2	71·0	68·1	70·0
Average	57·3	64·5	65·6	69·2	76·9	75·3	83·0	80·2	83·2	80·0	81·8	81·5
N. ORLEANS.—												
Highest	77·0	81·0	84·0	84·0	89·6	88·0	97·0	90·0	94·8	92·0	94·2	92·0
Lowest	42·0	42·0	38·0	49·0	60·0	58·0	71·5	69·0	73·5	71·0	74·5	71·0
Average	59·9	65·7	65·8	71·2	77·0	76·6	83·0	80·1	84·4	81·7	82·5	81·3
SHREVEPORT.												
Highest	81·0	84·0	91·0	93·0	92·0	91·0	101·6	93·0	105·0	96·0	105·0	94·0
Lowest	35·0	34·0	32·0	40·0	62·0	54·0	66·0	63·0	68·5	64·0	68·0	58·0
Average	58·0	59·0	61·4	66·1	77·0	72·1	83·8	78·0	88·3	80·0	85·9	76·0
FAYETTE, Miss												
Highest	80·0	83·0	86·0	89·0	89·0	87·0	99·0	90·0	98·0	92·0	160·0	89·0
Lowest	33·0	34·0	38·0	40·0	61·0	56·0	68·0	64·0	72·0	65·0	68·0	64·0
Average	54·1	58·2	64·4	66·7	73·8	72·3	81·7	76·8	81·1	76·3	81·2	76·6
COL'BUS, Miss.												
Highest	....	....	....	....	....	....	....	....	100·0	....	99·0	77·0
Lowest	....	....	....	....	....	....	....	....	74·0	....	78·0	93·0
Average	....	....	....	....	....	....	....	....	89·0	....	87·0	84·0
VICKSBURG.—												
Highest	78·0	85·0	90·0	80·0	94·0	93·0	100·0	94·0	100·0	97·0	99·0	98·0
Lowest	36·0	36·0	31·0	41·0	62·0	52·0	69·0	63·0	62·0	64·0	71·0	65·0
Average	56·2	60·5	66·9	68·5	76·8	76·2	81·5	78·5	84·3	80·7	84·0	80·1
LITTLE ROCK.												
Highest	80·0	74·0	80·0	92·0	85·0	89·0	94·0	90·0	100·0	94·0	102·0	90·0
Lowest	24·0	29·0	23·0	40·0	58·0	44·0	62·0	59·0	62·0	62·0	65·0	60·0
Average	48·0	50·0	62·0	64·0	71·0	73·0	78·0	75·0	81·0	78·0	....	78·0
NASHVILLE.—												
Highest	76·0	73·0	84·0	87·0	91·5	90·0	97·5	93·0	101·2	95·0	103·2	95·0
Lowest	26·0	29·0	26·0	33·0	51·0	40·0	55·4	53·0	60·4	59·0	64·9	62·0
Average	47·0	51·7	57·8	63·5	70·7	74·2	78·7	77·9	82·6	78·4	83·1	79·4
MEMPHIS.—												
Highest	76·0	76·0	87·0	87·0	92·0	91·0	100·0	96·0	99·0	95·0	102·0	95·0
Lowest	31·0	30·0	27·0	39·0	59·0	45·0	63·0	59·0	67·0	63·0	68·0	59·0
Average	50·5	52·5	60·0	64·9	74·1	75·0	81·5	77·0	83·2	79·2	83·7	78·7
GALVESTON.—												
Highest	72·0	77·0	82·0	81·0	89·0	90·0	94·0	91·0	92·0	92·0	93·0	93·0
Lowest	46·0	37·0	47·0	46·0	64·0	56·0	73·0	68·0	70·0	69·0	73·5	70·0
Average	61·2	63·7	68·1	71·4	77·5	77·7	85·0	81·5	84·9	83·1	84·6	82·6
INDIANOLA.—												
Highest	76·0	80·0	85·0	87·0	93·2	91·0	95·8	93·0	96·1	94·0	93·8	95·0
Lowest	47·0	32·0	40·0	46·0	64·2	58·0	70·8	69·0	75·8	69·0	72·1	67·0
Average	63·8	62·3	69·8	72·7	77·7	78·0	85·0	82·9	84·6	82·7	83·0	81·9
CORSICANA.—												
Highest	86·0	84·0	94·0	94·0	93·0	97·0	104·0	97·0	108·0	100·0	104·0	100·0
Lowest	34·0	23·0	35·0	42·0	61·0	54·0	65·0	64·0	69·0	63·0	73·0	59·0
Average	58·3	58·3	68·9	69·6	76·3	76·6	86·2	80·5	85·7	82·0	87·0	82·4

The following remarks accompany the month's reports for August, 1881:

Norfolk, Va.—During the month there has been very little rain, and farmers in the adjoining country report that crops are damaged to a great degree. They say that never before in the memory of the oldest inhabitants has Virginia been visited by such a damaging drought.

Charleston, S. C.—Violent northeast storm on the 26th and 27th. Maximum velocity of wind, 54 miles. Damage to property in Charleston and vicinity estimated at $150,000.

Augusta, Ga.—Northeast gale on the 27th and 28th, causing some damage to fences, &c., and damaged cotton in fields by blowing it out of the open bolls.

Savannah, Ga.—The storm of the 27th caused great damage to property and rice crops. Number of lives lost about 75, principally colored hands on rice plantations.

Columbus, Ga.—Storm on the 28th inst., with only slight damage to crops.

Mobile, Ala.—Last half of month very dry.

New Orleans, La.—No rain since the 15th.

Columbus, Miss.—Caterpillars caused damage during this month, stripping the plant sooner than ever known.

Vicksburg, Miss.—Crops have been very much injured by drought.

Nashville, Tenn.—The drought of last month still continues. Cotton is very much dwarfed; much of it is cracking open before its time on account of the heat. Many sprigs and wells have gone dry.

Indianola, Texas—A severe thunder-storm on the 6th inst., but no damage known to have been done by it.

Corsicana, Texas.—The drought has been very severe, and cotton crop has been damaged.

ELLISON & Co.'s CIRCULAR FOR SEPTEMBER.—We have this week received Mr. Ellison's circular, dated September 10, and take from it the following review of the course of trade since his previous circular.

COURSE OF THE LIVERPOOL MARKET, AUG. 9 TO SEPT. 10.

Our last report was issued on the 10th August. The market was quiet and remained so for about a week. Spinners purchased sparingly in expectation of a re-action in prices, but though spots gave way 1-16d., "futures" advanced 1-16d. to 3-32d., owing to reported injury to the cotton crop from drought. In the subsequent week, however (that ended on the 19th ult.), there was marked change; the spot demand increased, and futures continued active under the influence of stimulating advices from America. Prices consequently advanced 3-16d. to ¼d. on the spot, 5-16d. for September delivery (owing to the apprehended "corner"), and 3-16d. for distant cotton. Then came a re-action of 3-16d. on the spot, 5-16d. for September, and ⅛d for distant futures, between August 19 and 24. The fall brought in buyers, especially as the upward movement in America continued with unabated vigor; and between the 24th ult. and the 6th inst., with slight fluctuations, the prices advanced ⅜d. to 7-16d. for "new crops." Late on the 6th there was a re-action of 1-16d., but this was partially recovered on the 7th. The 8th was a holiday. Yesterday there was a large business done on the spot at an advance of 1-16d.; futures were very active, not to say excited, and prices advanced 1-32d. to 1-16d. for near and ⅛d. to 5-32d. for distant positions in response to further stimulating advices (including some orders to buy) from America. Last evening there was a slight re-action, and to-day there is also more inclination to sell than to buy; the final prices are therefore 1-16d. lower than the best rate of yesterday.

The following is an account of the principal fluctuations in the prices of middling upland on the spot and for forward delivery during the past month:

	Spot.	Sept.	Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.	Feb.-Mar.	Mar.-Apr.
Aug. 9	$6\frac{13}{16}$	$6\frac{13}{16}$	$6\frac{5}{16}$	$6\frac{1}{16}$	6	6	6	$6\frac{1}{32}$	$6\frac{1}{16}$
" 19	$7\frac{1}{16}$	$7\frac{3}{16}$	$6\frac{1}{2}$	$6\frac{5}{16}$	$6\frac{1}{4}$	$6\frac{1}{4}$	$6\frac{1}{4}$	$6\frac{9}{32}$	$6\frac{5}{16}$
" 24	$6\frac{7}{8}$	$6\frac{7}{8}$	$6\frac{5}{16}$	$6\frac{5}{32}$	$6\frac{3}{32}$	$6\frac{3}{32}$	$6\frac{1}{8}$	$6\frac{5}{32}$	$6\frac{1}{16}$
Sept. 6	$7\frac{3}{16}$	$7\frac{5}{16}$	$6\frac{11}{16}$	$6\frac{17}{32}$	$6\frac{17}{32}$	$6\frac{9}{16}$	$6\frac{9}{16}$	$6\frac{5}{8}$	$6\frac{21}{32}$
" 9	$7\frac{5}{16}$	$7\frac{3}{8}$	$6\frac{25}{32}$	$6\frac{5}{8}$	$6\frac{5}{8}$	$6\frac{5}{8}$	$6\frac{11}{16}$	$6\frac{23}{32}$	$6\frac{23}{32}$
" 10	$7\frac{5}{16}$	$7\frac{5}{16}$	$6\frac{23}{32}$	$6\frac{9}{16}$	$6\frac{9}{16}$	$6\frac{9}{16}$	$5\frac{5}{8}$	$5\frac{21}{32}$	$5\frac{11}{16}$

On August 27 September deliveries temporarily touched 6 13-16d., but closed at 6 29-32d. The net advance of the month is ½d. for spots, ½d. for September delivery, ½d. for near and ⅝d. for distant futures.

The closing spot quotations, compared with those of a month since, show an advance of 7-16d. to 9-16d. in American, ⅛d. to 3-16d. in Brazils, ⅛d. in Egyptian and 1-16d. in Surats.

The relative cheapness of Brazils, Egyptian and East Indian has led to an increased demand for them, and the advance just quoted has taken place during the last week or so.

COURSE OF THE MANCHESTER MARKET, AUG. 9 TO SEPT. 9.

The quietness which characterized the market at the date of our last report has since continued. The advance in cotton about the middle of August caused producers to hold for full rates, but the re-action which took place on the third week of the month was followed by a decline of ⅛d. to ¼d. in yarn and a corresponding fall in piece goods. The subsequent recovery in cotton has caused spinners to re-demand old prices, but the business done has been insufficient to enable them to get an advance equivalent to the rise in the raw material. Buyers regard the present currency as artificial and temporary. They are, therefore, postponing as much business as possible. The sales have fallen considerably short of the out-turn of the mills, but the orders already in hand have kept the machinery fully at work and have prevented any accumulation of stocks.

The exports of yarns and piece goods continue to keep ahead of those of last year, but the increase during the past two months shows a marked decline compared with with the movement in the first half of this year. Subjoined we give the exports in the first six and subsequent two months of this year and last—assuming 5½ yards of goods to be equal to one pound of yarn:

	Piece Goods.		Yarn.	Total.
	Yards.	Lbs.	Lbs.	Lbs.
1881.				
Six months	2,339,815,000	425,420,000	122,881,000	548,301,000
Two months	818,659,000	148,847,000	44,513,000	193,360,000
Total	3,158,474,000	574,267,000	167,394,000	741,661,000
1880.				
Six months	2,061,667,000	374,849,000	93,914,000	468,763,000
Two months	818,342,000	148,425,000	39,886,000	188,311,000
Total	2,880,009,000	523,274,000	133,800,000	657,074,000

The shipments in the first six months showed an increase of 16·9 per cent this year over last; but in the last two months the excess was only 2·7 per cent.

MOVEMENTS DURING THE SEASON, OCT. 1 TO AUG. 31.

The deliveries to English and Continental spinners during the first eleven months of the season compare as follows with the figures for the corresponding period of last season:

	Great Britain.		Continent.	
	1880-81.	1879-80.	1880-81.	1879-80.
No. of bales..	2,865,100	2,707,300	2,686,200	2,449,440
Av. wght (lbs)	448	446	427	421
Tot. wght (lbs)	1,283,564,800	1,207,455,800	1,147,007,400	1,031,214,240
Bales of 400 lbs..	3,208,000	3,018,000	2,867,000	2,578,000

The rate of comsumption (in bales of 400 lbs. each) we estimate at 69,000 for Great Britain and 56,000 bales for the Continent, against 65,500 and 52,000 bales respectively twelve months ago; or for four weeks 276,000 bales for Great Britain and 224,000 for the Continent, against 262,000 and 208,000 respectively last year.

On the basis of the foregoing estimates, the movements for the eleven months of this season and last compare as follows, *in bales of the uniform weight of 400 lbs.*:

	Great Britain.		Continent.	
	1880-81.	1879-80.	1880-81.	1879-80.
Surplus stock, Oct. 1	27,000	27,000	137,000	94,000
Deliveries to Aug. 31	3,208,000	3,018,000	2,867,000	2,578,000
Supply	3,235,000	3,045,000	3,004,000	2,672,000
Consumption, 11 months	3,228,000	3,022,000	2,617,000	2,449,000
Surplus stock Aug. 31.	7,000	23,000	387,000	223,000

The surplus stocks at the English mills are larger than our figures, but the stock in Liverpool is smaller for both years than the official estimates. The difference will have to be added partly to consumption and partly to the stocks at the mills. This can only be done after the annual count at the end of the current month. It may be, too, that something will have to be added to our estimate of Continental consumption.

PROSPECTS.

Early in June last, when middling upland was at 6 3-16d. against 6 13-16d. at the corresponding date of last year, we stated that some advance in prices would have to take place in order to bring about such a re-distribution of the visible supply of cotton in the world as would give England the quantity she required for the balance of the season. Very little change took place during the subsequent month, prices on July 8 being only ⅛d. higher than on June 10, while England's proportion of the world's supply had rather diminished than increased. By and by the absolute necessity for such an equalization of stocks as we had pointed out forced itself upon the attention of all classes of operators, the result of which was a sharp advance in prices, which, by attracting cotton from all quarters, has given England a much larger proportionate share of the stock in the world than she possessed three months ago.

Until within the past month the more distant positions of futures known as "new crops" did not partake of the rise which took place in August to September deliveries. Even so recently as August 24 new crops were freely offered at 6 3-32d., but within the past few days they have touched 6¾d! The advance is due to reported extensive injury to the crop from drought, and a consequent largely-diminished yield. That some damage has been done is no doubt true enough, but it is not at all unlikely that the injury is greatly exaggerated; and there is just as much room for circumspection now as there was in May and June last, when we protested against the sensational crop estimates then put forth.

The advance which has taken place in prices must exert some influence on supply and demand. It may be that a still further rise is at hand—much will depend upon the action of English spinners during the coming few weeks. Nothing, however, would justify any important advance on present rates except continued, and authoritatively confirmed, unfavorable crop accounts. These remarks refer, of course, to the new season; respecting September alone we know nothing, and can only hope that the "hard times" which the "bears" are experiencing will be a warning to them in the future.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1880, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1880.	1879.	1878.	1877.	1876.	1875.
Sept'mb'r	458,478	333,643	288,848	98,491	236,868	169,077
October..	968,318	888,492	689,264	578,533	675,260	610,316
Novemb'r	1,006,501	942,272	779,237	822,493	901,392	740,116
Decemb'r	1,020,802	956,464	892,664	900,119	787,769	821,177
January .	571,701	647,140	616,727	689,610	500,680	637,067
February.	572,728	447,918	564,824	472,054	449,686	479,801
March...	475,582	264,913	302,955	340,525	182,937	300,128
April	284,246	158,025	166,459	197,965	100,194	163,593
May.....	190,054	110,006	84,299	96,314	68,939	92,600
June.....	131,871	88,455	29,472	42,142	36,030	42,234
July.....	78,572	54,258	13,988	20,240	17,631	29,422
August...	115,114	67,372	18,081	34,564	14,462	33,626
Correct'ns.	123	42,714	458	52,595	66,293	71,985
Total year	5,874,090	5,001,672	4,447,276	4,345,645	4,038,141	4,191,142
Perc'tage of tot. port receipts Aug. 31..	99·15	99·99	98·79	98·36	98·23	
Corrections.....	00·85	00·01	01·21	01·64	01·72	
Total port receipts..	100·00	100·00	100·00	100·00	100·00	

This statement shows that up to Aug. 31 the receipts at the ports this year were 872,418 bales more than in 1879-80 and 1,426,814 bales more than at the same time in 1878-79. The receipts since September 1, 1881, and for the corresponding periods of the five previous years have been as follows:

	1881.	1880.	1879.	1878.	1877.	1876.
Sept. 1....	5,600	5,037	3,490	8.	498	1,918
" 2....	10,356	5,667	1,848	5,708	8.	1,691
" 3....	10,182	10,512	1,391	4,051	1,246	8.
" 4....	8.	6,474	2,264	4,799	616	4,630
" 5....	18,859	8.	4,927	4,224	1,008	2,996
" 6....	9,069	14,754	2,104	7,116	754	3,414
" 7....	7,637	9,315	8.	4,108	1,701	3,111
" 8....	8,181	8,616	5,454	8.	1,655	3,932
" 9....	16,992	11,096	5,124	13,115	8.	4,708
" 10....	13,054	10,862	4,878	7,341	3,035	8.
" 11....	8.	15,646	4,858	6,258	1,398	8,923
" 12....	16,595	8.	7,636	7,982	3,108	4,788
" 13....	17,797	20,842	7,069	8,537	1,664	7,752
" 14....	14,674	15,117	8.	10,714	2,524	6,085
" 15....	10,870	13,999	15,628	8.	2,459	7,399
" 16....	19,062	16,191	12,215	15,127	8.	7,538
" 17....	16,364	20,900	12,995	10,427	5,063	8.
" 18....	8.	18,470	14,071	10,032	4,109	13,925
" 19....	17,206	8.	14,955	11,125	3,555	10,417
" 20....	19,476	30,306	17,082	16,933	2,735	10,364
" 21....	15,551	20,049	8.	11,302	6,340	9,876
" 22....	13,996	17,749	26,420	8.	4,049	12,112
" 23....	27,840	19,484	23,729	17,905	8.	13,538
Total.....	289,361	291,088	188,138	176,802	47,477	139,667
Percentage of total port rec'pts Sep. 23.	04·95	03·76	03·97	01·09	03·46	

This statement shows that the receipts since Sept. 1 up to to-night are now 1,727 bales less than they were to the same day of the month in 1880 and 101,223 bales more than they were to the same day of the month in 1879. We add to the table the percentages of total port receipts which had been received to September 23 in each of the years named

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Sept. 22.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1881	2,000	6,000	8,000	304,000	542,000	846,000	3,000	1,158,000
1880	1,000	.....	1,000	356,000	483,000	839,000	1,000	1,080,000
1879	.....	.....	.....	249,000	341,000	590,000	7,000	792,000
1878	1,000	.....	1,000	309,000	392,000	701,000	3,000	853,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 2,000 bales, and an *increase* in shipments of 7,000 bales, and the shipments since January 1 show an *increase* of 7,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	*Shipments this week.*			*Shipments since January 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
1881.....	3,000	.....	3,000	187,000	71,000	258,000
1880.....	1,000	.....	1,000	200,000	80,000	280,000
1879.....	2,000	1,000	3,000	199,000	104,000	303,000
1878.....	.....	.....	.....	114,000	58,000	172,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales *more* than for the same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1881, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1881.		1880.		1879.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay.....	8,000	846,000	1,000	839,000	.....	590,000
All other p'rts.	3,000	258,000	1,000	280,000	3,000	303,000
Total.....	11,000	1,104,000	2,000	1,119,000	3,000	893,000

This last statement affords a very interesting comparison of the total movement for the week ending Sept. 22, and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Sept. 22.	1881.	1880.	1879.
Receipts (cantars*)—			
This week	7,000	150	10,000
Since Sept. 1	7,550	150	16,500

	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	1,000	1,500	500	750	1,000	2,650
To Continent	98	98	474	1,078	....	.....
Total Europe	1,098	1,598	974	1,828	1,000	2,650

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 22 were 7,000 cantars and the shipments to all Europe were 1,098 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices have advanced for both twists and shirtings, and that the market is firm. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1881.				1880.			
	32s Cop. Twist.		8¼ lbs. Shirtings.		32s Cop. Twist.		8¼ lbs. Shirtings.	
	d.	d.	s. d.	s. d.	d.	d.	s. d.	s. d.
J'ly 22	9⅛ @	9¾	6 9	@8 0	9⅜ @	10¼	6 7½	@7 9
" 29	9⅛ @	9¾	6 9	@8 0	9⅜ @	10¼	6 7½	@7 9
Aug. 5	9 @	9⅝	6 9	@8 0	9¼ @	10⅛	6 7½	@7 9
" 12	8⅞ @	9½	6 5½	@7 8	9⅛ @	9⅞	6 7½	@7 9
" 19	9⅛ @	9¾	6 9	@9 0	9⅛ @	9⅞	6 7½	@7 9
" 26	8⅞ @	9½	6 5½	@7 8½	9¼ @	10	6 9	@7 9
Sept. 2	8⅞ @	9½	6 5½	@7 8½	9⅛ @	9⅞	6 9	@7 9
" 9	8⅞ @	9½	6 5½	@7 8½	9⅛ @	9⅞	6 9	@7 9
" 16	8⅞ @	9½	6 5½	@7 8½	9⅛ @	9⅞	6 9	@7 9
" 23	9 @	9¾	6 6	@8 0	9⅛ @	9⅞	6 9	@7 9

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 15,713 bales, against 14,927 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1881, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1881.

Exported to—	Week ending— Aug. 31.	Sept. 7.	Sept. 14.	Sept. 21.	Total since Sept. 1.	Same period previous year.
Liverpool	16,060	7,969	12,098	13,032	33,149	45,449
Other British ports	.....	.....	.....	450	450	.....
TOTAL TO GREAT BRITAIN	16,060	7,969	12,098	13,532	33,599	45,449
Havre	102	209	246	1,919	2,374	3,797
Other French ports	.....	.....	.....	.....	.....	.....
TOTAL FRENCH	102	209	246	1,919	2,374	3,797
Bremen and Hanover	50	.....	370	.....	460	2,891
Hamburg	4,757	2,153	2,163	100	5,597	1,861
Other ports	253	.....	50	162	212	291
TOTAL TO NORTH. EUROPE	5,065	2,153	2,583	252	6,269	5,043
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	.....	.....
All other	.....	.....	.....	.....	.....	.....
TOTAL SPAIN, &c	.....	.....	.....	.....	.....	.....
GRAND TOTAL	21,227	10,331	14,927	15,713	42,242	54,289

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1881:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	5,681	10,540	.....	.....	.....	.....	.....	.....
Texas	4,068	9,912	.....	.....	.....	.....	.....	.....
Savannah	4,730	14,681	376	1,002	1,292	1,707	1,582	3,014
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	60	60	.....	.....	.....	.....	.....	.....
S. Car'lina	3,426	10,070	.....	.....	.....	.....	829	2,834
N. Car'lina	1,422	2,410	.....	.....	.....	.....	70	82
Virginia	3,770	5,810	849	900	.....	.....	803	1,766
North. pts	116	116	785	949	.....	.....	.....	.....
Tenn., &c.	300	1,135	53	92	72	86	328	503
Foreign	217	452	.....	.....	.....	.....	.....	.....
This year	23,790	55,186	2,063	2,943	1,364	1,793	3,612	8,249
Last year	20,661	57,231	2,795	5,572	1,966	2,921	4,932	10,353

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 30,818 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 3,681.... Biela 1,070....Gallia, 529....Germanic, 3,963....Italy, 1,871....Parthia, 107....Republic, 550....Wyoming, 1,311.	13,082
To Glasgow, per steamer Furnessia, 450	450
To Havre, per steamer Labrador, 1,919	1,919
To Hamburg, per steamer Suevia, 100	100
To Antwerp, per steamer Nederland, 162	162
TEXAS—To Liverpool, per steamer Wodan, 5,342	5,342
NORFOLK—To Liverpool, per steamers Atlas, 2,610...Swaledale, 4,108	6,718
BALTIMORE—To Liverpool, per steamers Carolina, 970....Guillermo, 1,013....St. Columba, (additional) 312	2,295
To Bremen, per steamer Leipzig, 146	146
BOSTON—To Liverpool, per steamers Atlas, 100....Glamorgan, 504	604
Total	30,818

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Glasgow.	Havre.	Bremen.	Hamburg.	Antwerp.	Total.
New York	13,082	450	1,919	.....	100	162	15,713
Texas	5,342	.....	.....	.....	.....	.....	5,342
Norfolk	6,718	.....	.....	.....	.....	.....	6,718
Baltimore	2,295	.....	.....	146	.....	.....	2,441
Boston	604	.....	.....	.....	.....	.....	604
Total	28,041	450	1,919	146	100	162	30,818

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

COMMANDER, steamer (Br.), Woodstock, from New Orleans, Aug. 25, for Liverpool, was spoken on Sept. 6, in lon. 52 W., steering East, with her propeller gone.

SERRA, steamer (Span.), before reported as afire at New Orleans on Aug. 20, sailed from that port for Liverpool on Sept. 19.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4
Do sail...d.	....	....	....	....	....	....
Havre, steam....c.	7/16@1/2*	7/16@1/2*	7/16@1/2*	7/16@1/2*	7/16@1/2*	7/16@1/2*
Do sail....c.	....	....	....	....	....	....
Bremen, steam..c.	7/16@1/2	7/16@1/2	7/16@1/2	7/16@1/2	7/16@1/2	7/16@1/2
Do sail....c.	....	....	....	....	....	....
Hamburg, steam.d.	7/16@1/2	7/16@1/2	7/16@1/2	7/16@1/2	7/16@1/2	7/16@1/2
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	3/8	3/8	3/8	3/8	3/8	3/8
Do sail.....c.	....	....	....	....	....	....

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Sept. 2.	Sept. 9.	Sept. 16.	Sept. 23.
Sales of the week.....bales.	51,000	75,000	56,000	54,000
Of which exporters took	6,700	2,000	3,000	6,500
Of which speculators took	3,300	9,900	6,700	7,200
Sales American	40,500	51,000	36,000	36,000
Actual export	3,400	4,400	2,800	5,300
Forwarded	7,800	7,200	4,700	5,400
Total stock—Estimated	738,000	710,000	706,000	693,000
Of which American—Estim'd	581,000	554,000	550,000	547,000
Total import of the week	43,500	45,500	47,500	36,000
Of which American	36,000	23,000	29,500	29,000
Amount afloat	163,000	141,000	151,000	169,000
Of which American	63,000	77,000	83,000	113,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 23, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y.	Friday.
Market, 12:30 P.M.	Very dull.	Dull.	Flat and irregular.	Firmer.	Firm.	Steady.
Mid. Upl'ds	7 3/16	7 3/16	7 3/16	7 1/8	7 3/16	7 1/4
Mid. Orl'ns	7 3/16	7 3/16	7 3/16	7 1/8	7 3/16	7 1/4
Market, 5 P.M.	——	——	——	——	——	——
Sales	4,000	6,000	5,000	10,000	12,000	12,000
Spec. & exp.	1,000	1,000	1,000	2,000	2,000	2,000
Futures. Market, 5 P.M.	Steady.	Barely steady.	Steady.	Steady.	Quiet.	Barely steady.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept	7 1/16@3/32	Dec.-Jan	6 7/16	Apr.-May	6 9/16@19/32
Sept.-Oct	6 9/16	Jan.-Feb	6 15/32	May-June	6 5/8
Oct.-Nov	6 7/13	Feb.-Mar	6 1/2	June-July	6 21/32
Nov.-Dec	6 7/16	Mar.-Apr	6 17/32	Sept	7 1/8

MONDAY.

Sept	7 3/16@1/4	Mar.-Apr	6 9/16	Sept.-Oct	6 5/8@19/32
Sept.-Oct	6 19/32	May-June	6 5/8@21/32	Oct.-Nov	6 7/16
Jan.-Feb	6 1/2	June-July	6 11/16	Feb.-Mar	6 17/32

TUESDAY.

Sept.-Oct	6 9/16@17/32	May-June	6 19/32	Feb.-Mar	6 1/2
Oct.-Nov	6 13/32	Sept	7 3/16	May-June	6 5/8
Dec.-Jan	6 13/32	Nov.-Dec	6 3/8	Dec.-Jan	6 7/16
Jan.-Feb	6 7/16	Jan.-Feb	6 13/32	Mar.-Apr	6 17/32
Feb.-Mar	6 15/32	Sept	7 7/32	April-May	6 9/16
Mar.-Apr	6 1/2	Sept.-Oct	6 9/16	June-July	6 11/16
Apr.-May	6 17/32	Nov.-Dec	6 13/32		

WEDNESDAY.

Sept	7 1/4	May-June	6 11/16	Dec.-Jan	6 15/32
Sept.-Oct	6 9/16	June-July	6 11/16@23/32	Nov.-Dec	6 1/2
Oct.-Nov	6 7/16	Jan.-Feb	6 1/2	Dec.-Jan	6 9/16
Nov.-Dec	6 7/16	Sept	7 9/32	Jan.-Feb	6 17/32
Feb.-Mar	6 17/32	Sept.-Oct	6 19/32	Feb.-Mar	6 9/16
Mar.-Apr	6 9/16@19/32	Oct.-Nov	6 15/32	Apr.-May	6 21/32
Apr.-May	6 19/32@5/8	Nov.-Dec	6 15/32	July-Aug	6 3/4

THURSDAY.

Sept	7 5/15@9/16	May-June	6 11/16	Oct.-Nov	6 1/2
Sept.-Oct	6 19/32	June-July	6 23/32	Nov.-Dec	6 1/2
Nov.-Dec	6 15/32	Oct.-Nov	6 15/32	Feb.-Mar	6 5/8
Dec.-Jan	6 1/2	Jan.-Feb	6 1/2	Mar.-Apr	6 21/32
Feb.-Mar	6 19/32@9/16	Sept.-Oct	6 5/8@21/32	June-July	6 3/4
Mar.-Apr	6 5/8@19/32			Jan.-Feb	6 17/32
Apr-May	6 21/32				

FRIDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept.	$7\frac{5}{16}$	Dec-Jan.	$6\frac{1}{2}$	June-July	$6\frac{3}{4}$
Sept.-Oct.	$6\frac{5}{8}$	Feb.-Mar.	$6\frac{19}{32}$	Sept.	$7\frac{9}{32}$
Oct.-Nov.	$6\frac{1}{2}$	Apr.-May	$6\frac{21}{32}$@$6\frac{11}{16}$	Jan.-Feb	$6\frac{5}{16}$
Nov.-Dec.	$6\frac{1}{2}$	May-June	$6\frac{23}{32}$	Sept.-Oct.	$6\frac{19}{32}$

BREADSTUFFS.

FRIDAY, P. M., Sept. 23, 1881.

The flour market was dull and depressed during the first half of the week under review. The demand was limited, whether for export or home use, and in sympathy with the downward turn of wheat holders were more inclined to realize, and especially to keep the wharves clear of current receipts. Still, no material reduction in prices took place, and there was not only a revival of demand on Wednesday, but on Thursday the highest figures of the season were made for low grades from winter wheat. No. 2 and superfine from winter wheat sold at prices rarely reached on a gold basis in this market. Rye flour and corn meal have ruled easier. To-day the assortments offering were very poor, and the tendency of prices was strongly upward. Some buckwheat flour has sold at $3 40 per 100 lbs.

The wheat market opened the week under review with more or less depression of tone and prices, owing to the vast accumulation of stocks at all points and the moderate exports; but the recurrence of wet weather in England caused some increase in the export demand, as well as a decided revival of speculation, upon which there was a marked advance in prices. Yesterday the export demand fell off, and speculation was less active, but the close was dearer for all grades and positions. To-day the market was again dearer, but without much activity. No. 2 red winter closed at $1 49¾@$1 50 for October, $1 52⅝ for November and $1 55¾ for December. Buckwheat is in demand at 80@85c. per bushel.

Indian corn has for some days been tending upward. The recent rains in the Ohio Valley were too late to do much good to the crop, and the yield is undoubtedly much smaller than in any recent year. Therefore, notwithstanding large current supplies (from the crop of 1880), and a vast accumulation of stocks, prices have slowly but steadily advanced; white corn being exceptionally scarce and bringing an important advance. A "corner" is threatened at Chicago on September deliveries of No. 2 mixed. To-day the market was stronger; No. 2 mixed, 75@75⅛c. for October, 77¾c. for November and 80c. for December.

Rye has been tending upward, with sales of prime State at $1 07@$1 08; but the market is quiet. Barley remained quiet, but at the close to-day there were sales of Canada at $1 15 for No. 1 and $1 20 for "bright."

Oats have been more active, and white, from scarcity, advanced; but in mixed there is not much change. We have to notice, however, the important fact that on Thursday freight was engaged for 100,000 bushels to French ports. This may be the beginning of a large export business, and it is certain that the high price of corn must greatly increase the consumption of oats. The crop, however, is a large one, and the quality excellent. To-day the market was firmer, No. 2 graded 51c. for white and 43¼c. for mixed; also, No. 2 mixed at 44¼c. for October and 47¼c. for November.

The following are closing quotations:

Flour.		Grain.	
No. 2 spring	$4 60@5 00	Wheat—	
No. 2 winter	5 00@5 25	Spring	$1 24@1 42
Winter superfine	6 00@6 25	Spring, No. 2	1 40@1 41
Spring superfine	5 60@6 00	Red winter	1 35@1 51
Spring wheat extras	6 35@6 60	Red winter, No. 2	1 49@1 49¼
do XX and XXX	6 75@7 75	White	1 35@1 45
Wis. & Minn. rye mix.	7 20@7 50	Corn—West. mixed	65@75
Winter shipp'g extras	6 60@7 00	West. No. 2	73@74½
do XX and XXX	7 25@8 00	Western yellow	72@77
Patents	7 50@9 50	Western white	77@87
City shipping extras	7 50@7 75	South. yellow	....@....
Southern, bakers' and family brands	7 40@8 00	South. white	....@....
South'n shipp'g extras	6 75@7 25	Rye	1 03@1 08
Rye flour, superfine	5 90@6 30	Oats—Mixed	41@44
Corn meal—		White	49@53
Western, &c.	3 60@3 90	Barley—Canada W.	1 10@1 20
Brandywine, &c.	3 90@4 00	State, 4-rowed	....@....
		State, 2-rowed	....@....
		Peas—Can'da, b.&f.	....@....

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 17, 1881:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago	50,833	276,614	3,969,921	370,744	100,354	53,295
Milwaukee	41,046	199,073	14,500	42,928	228,430	28,157
Toledo	1,470	213,066	84,290	21,168	.....	2,228
Detroit	13,416	184,153	10,874	16,870	3,698	.....
Cleveland	2,385	26,700	25,000	38,000	1,428	.....
St. Louis	35,549	383,617	398,840	214,715	54,034	31,801
Peoria	1,000	8,575	347,450	218,600	13,950	44,175
Duluth	.....	.....	.....	.....	.....	.....
Total	145,699	1,285,798	3,850,875	923,025	401,884	159,656
Same time '80.	124,011	1,968,737	3,276,230	1,329,377	384,489	135,644

Total receipts at same ports from Dec. 27 to Sept. 17, inclusive, for four years:

	1881.	1880.	1879.	1878.
Flour bbls.	6,286,380	4,329,778	4,589,439	3,992,758
Wheat bush.	42,121,798	50,548,608	61,897,025	57,732,333
Corn	100,968,265	114,750,663	72,956,857	74,619,639
Oats	32,266,014	24,912,043	23,737,849	23,397,442
Barley	5,063,864	3,694,773	3,920,567	5,032,249
Rye	1,877,716	2,262,743	3,262,322	3,650,834
Total grain	182,300,657	196,168,830	164,874,620	164,432,497

Comparative receipts (crop movement) at same ports from August 1 to Sept. 17, inclusive for four years:

	1881.	1880.	1879.	1878.
Flour bbls.	1,168,229	960,416	844,500	796,099
Wheat bush.	12,701,375	17,597,883	22,899,150	21,725,346
Corn	30,065,151	24,069,415	16,217,641	22,115,487
Oats	5,812,400	6,881,631	5,675,782	9,736,401
Barley	1,072,576	1,089,037	1,479,830	2,101,395
Rye	878,329	870,389	1,350,781	1,591,535
Total grain	50,529,831	50,511,355	47,623,184	59,270,157

Comparative shipments of flour and grain from the same ports from Dec. 27 to Sept. 17, inclusive, for four years:

	1881.	1880.	1879.	1878.
Flour bbls.	6,282,739	3,248,761	4,980,313	4,064,199
Wheat bush.	39,297,911	49,283,046	55,554,831	42,772,789
Corn	84,214,649	98,012,087	64,897,606	63,618,706
Oats	26,370,607	20,113,921	16,544,245	16,047,397
Barley	2,466,126	2,030,989	2,507,754	2,091,493
Rye	1,419,257	1,934,100	3,057,810	2,721,184
Total grain	153,768,550	171,374,143	142,562,236	127,251,570

Rail shipments from Western lake and river ports for the weeks ended:

	1881. Week Sept. 17.	1880. Week Sept. 18.	1879 Week Sept. 20.	1878. Week Sept. 21.
Flour bbls.	115,417	104,504	112,878	89,820
Wheat bush.	504,996	460,362	578,168	387,023
Corn	1,126,992	514,232	285,896	243,149
Oats	728,859	747,618	251,466	245,888
Barley	147,611	135,894	139,923	96,137
Rye	50,130	56,130	43,849	21,921
Total	2,558,588	1,914,236	1,299,302	994,118

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Sept. 17	129,541	1,281,859	3,002,481	756,809	147,611	50,130
Sept. 10	145,589	1,375,533	3,572,384	853,127	112,927	60,519
Sept. 3	166,001	1,520,956	2,724,846	673,170	123,851	61,736
Aug. 27	183,743	1,411,102	4,127,570	689,984	23,492	41,864
Tot., 4 wks.	624,874	5,589,450	13,427,281	2,973,090	407,881	214,249
4 w'ks '80.	551,061	6,919,171	11,716,872	3,563,781	332,889	440,977

Receipts of flour and grain at seaboard ports for the week ended Sept. 17:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	100,272	1,666,814	1,282,950	406,750	.....	19,724
Boston	65,784	96,975	249,126	159,850	.....	50
Portland	2,685	.....	4,800	2,300	.....	.....
Montreal	18,361	377,136	40,111	4,644	.....	280
Philadelphia	2,896	138,000	289,200	170,000	7,800	500
Baltimore	20,850	288,400	366,200	26,000	.....	4,600
New Orleans	9,139	115,434	1,558	33,610	.....	.....
Total week	230,017	2,677,759	2,233,945	803,154	7,800	25,154
Cor. week '80	231,110	2,636,481	2,197,002	497,712	8,907	58,994

Total receipts at same ports from Dec. 27 to Sept. 17, inclusive, for four years:

	1881.	1880.	1879.	1878.
Flour bbls.	9,123,467	7,057,268	7,374,175	6,336,289
Wheat bush.	71,456,945	88,270,593	95,751,817	71,468,394
Corn	80,567,399	109,174,419	81,646,156	82,237,753
Oats	20,690,159	16,830,122	15,892,422	17,083,809
Barley	2,037,558	1,604,567	1,809,585	2,557,277
Rye	1,007,140	1,359,914	2,979,180	3,444,304
Total grain	175,759,201	217,239,615	198,079,160	176,792,537

Exports from United States seaboard ports and from Montreal for week ending Sept. 17, 1881:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York	73,685	913,960	323,359	2,526	6,976	1,399
Boston	11,079	40,520	55,586	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal	3,804	114,192	88,943	11,875	.....	63,589
Philadelphia	1,400	225,283	.....	.....	.....	.....
Baltimore	3,742	410,418	409,256	295	.....	.....
New Orleans	517	106,000	.....	3	.....	.....
Total for w'k	29,423	1,810,373	917,144	14,699	6,976	64,988
Same time '80.	155,593	2,814,765	2,749,380	18,422	27,498	41,821

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Sept. 17, 1881, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	5,119,833	4,360,176	2,444,599	6,841	60,260
Do. afloat (est.)	610,000	1,466,000	1,350,000	1,800	16,385
Albany	18,000	71,000	11,000	.....	77,000
Buffalo	207,218	523,390	69,133	.....	407
Chicago	3,557,453	6,241,179	732,262	85,580	248,317
Milwaukee	339,631	5,557	2,666	124,377	29,701
Duluth	260,704	.....	.....	.....	.....
Toledo	1,549,236	255,633	33,442	.....	28,907
Detroit	828,792	11,750	12,800	430	.....
Oswego	175,000	160,000	.....	16,015	.....
St. Louis	919,501	1,824,061	104,884	3,216	59,540
Boston	71,420	303,666	19,579	1,520	94
Toronto	70,513	.....	.....	65,129	1,250
Montreal	245,718	101,203	5,055	.....	2,226
Philadelphia	740,000	974,475	112,000	.....	.....
Peoria	9,717	194,052	103,965	1,509	121,943
Indianapolis	395,000	203,000	71,000	.....	8,000
Kansas City	32,767	72,032	19,966	.....	15,024
Baltimore	1,585,266	727,778	.....	.....	.....

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Down Miss'pi		53,451			
On rail	1,450,529	2,083,915	851,259	147,611	55,330
On lake	1,235,000	3,547,000	172,000		
On canal	725,180	1,304,652	604,758	68,693	
Tot. Sept. 17, '81	20,146,478	24,483,970	6,720,368	522,721	727,384
Sept. 10, '81	19,848,526	24,083,001	6,789,859	388,732	645,309
Sept. 3, '81	19,507,648	22,657,173	7,067,456	370,833	510,672
Aug. 27, '81	18,427,808	19,620,137	6,917,205	155,841	348,551
Aug. 20, '81	17,559,016	17,354,970	7,780,767	125,377	330,318
Sept. 18, '80	15,419,985	17,303,970	1,484,594	524,950	627,026

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of Aug., 1881, and for the eight months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	Barley. Bushels.	Barley. Dollars.	Wheat. Bushels.	Wheat. Dollars.	Indian corn. Bushels.	Indian corn. Dollars.	Barrels.	Wheat flour. Dollars.	Indian corn meal. Barrels.	Indian corn meal. Dollars.	Oats. Bushels.	Oats. Dollars.	Rye. Bushels.	Rye. Dollars.
Aug., 1881.														
New York	5,117,261	3,197,450	1,252,924	1,710,653	3,449,183	2,079,678	15,542	53,307	329,958	1,959,732	57,607	24,676	46,277	45,818
Boston	1,252,924	1,710,653	1,253,356	1,753,496	938,296	629,101	10,435	27,375	18,377	101,359	565	331		
Philadelphia	3,329,998	4,617,338	1,710,653	2,353,356	418,641	244,904	215	682	35,421	238,619	500	245		
Baltimore	351,313	543,297	4,617,338	6,443,297	546,949	335,263	664	438	37,442	238,619	4,580	2,202		
New Orleans	2,723,633	3,924,034	543,297	751,732	204,807	131,416	205		81,218	388,718				
San Francisco	225,732	295,853	3,924,034	5,443,297	544,657	298,723					970	417		
Chicago			295,853	406,882	23,143	13,886	50	125						
Detroit			406,882	568,730	326,093	211,960	87	196	14,052	94,851				
Huron			568,730	412,830			755	1,510						
Key West			412,830	5,698,676	204,250	114,340								
Miami			5,698,676	3,562,674	4,650,355	28,589								
Total, Aug., 1881*	14,378,024	9,855	17,764,165	25,156,809	11,914,974	6,670,114	27,961	84,636	516,468	3,021,279	64,202	27,971	46,277	45,818
Total, Aug., 1880*	21,796,151	226,941	23,150,803	34,656,448	6,704,984	4,394,505	36,196	104,456	45,804	247,778	117,913	203,053	1,238,356	1,117,934
Total, 8 mos. ended Aug. 31, 1881*	91,983,205	668,203	113,936,044	3,932,628	84,379,398	45,630,390	257,270	746,432	435,988	1,238,356	1,117,934			
Total, 8 mos. ended Aug. 31, 1880*		449,333		25,248,036										

Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond and Willamette, the details for Aug. 1881, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.
Barley—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	.....
Indian corn—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	.....
Indian corn meal—					
Barrels	.....	1,400	.....	.....	.....
Value	.....	5,250	.....	.....	.....
Oats—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	.....
Rye—					
Bushels	.....	.....	.....	.....	.....
Value	.....	.....	.....	.....	.....
Wheat—					
Bushels	119,150	.....	.....	45,428	339,303
Value	143,210	.....	.....	63,599	291,001
Wheat flour—					
Barrels	.....	315	.....	21,757	18,350
Value	.....	1,890	.....	161,033	75,120
Total values—					
Aug., 1881	143,210	7,140	.....	224,632	366,121
Aug., 1880	.....	10,323	87,916	223,863	57,805
8 months—					
1881	575,510	34,745	906,488	1,103,645	2,531,226
1880	933,497	50,384	1,257,981	1,218,055	1,743,620

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 23, 1881.

Business has been restricted in volume the past week, owing to the sad event of President Garfield's death, which caused many buyers to suspend operations for the present. There was a steady movement in cotton goods, ginghams, shirts and drawers, &c., on account of back orders; but the current demand (at first hands) was comparatively light. Light-weight clothing woolens have been more generally opened by agents, and some very fair orders for cassimeres, worsted coatings, &c., were placed by clothiers –for future delivery. The jobbing trade was moderately active, and large sales of black prints, cambrics, rolled jaconets, buntings, &c., for draping purposes, were made by leading jobbers at remunerative prices, quotations having been advanced in some cases, owing to the comparative scarcity of such fabrics.

DOMESTIC COTTON GOODS.—The exports of cotton goods during the week ending Sept. 20 aggregated 3,432 packages, including 1,677 to China, 508 to Great Britain, 391 to Argentine Republic, 351 to U. S. of Columbia, 132 to Hayti, 103 to Uruguay, 100 to Venezuela, and smaller lots to other markets. The demand at first hands was only moderate, but receipts were almost wholly absorbed in the execution of back orders, and a very fair business was transacted by jobbers. Prices ruled firm on all desirable makes of plain and colored cottons, and stocks have seldom or never been so light at this stage of the season. Print cloths were in fair demand and firm at 3 15-16c., less a small discount, for 64x64 "spots," 3 15-16c. flat for 64x64 "futures to January," and 3⅞c. cash for 56x60s. Prints were in irregular demand, but quiet upon the whole, and there was an active business in dress ginghams.

DOMESTIC WOOLEN GOODS.—The demand for men's-wear woolens has been mostly confined to spring cassimeres, suitings and worsted coatings, for which some good orders were placed by the clothing trade. Heavy clothing woolens were quiet as regards new business, but fair deliveries were made by agents in execution of back orders and stocks are so well in hand that prices are firmly sustained. Cloakings and beavers were quiet with agents, but considerable lots of the latter were moved by jobbers at relatively low prices. Kentucky jeans were lightly dealt in, but a good business was done in a few leading makes of doeskins that have lately been reduced to exceptionally low figures. Colored flannels were in steady demand and firm, and there was a fair movement in blankets. Worsted dress goods, shawls and skirts were mostly quiet but steady in price.

FOREIGN DRY GOODS have been rather less active in both first and second hands, and the offerings at auction were unimportant as a rule. Cashmeres and specialties in fancy dress goods changed hands in moderate quantities, and there was a fair demand for small parcels of silks, satins, velvets and plushes, desirable makes of which are steadily held. Linen goods, laces and embroideries were in limited request, and the demand for hosiery and gloves was mostly of a hand to-mouth character.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 22, 1881 and since January 1, and the same facts for the corresponding periods of 1880, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1881 AND 1880.	Week Ending Sept. 23, 1880.		Since Jan. 1, 1880.		Week Ending Sept. 22, 1881.		Since Jan. 1, 1881.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		$		$		$		$
Wool	961	346,892	38,815	16,159,553	1,415	540,741	33,263	14,190,556
Cotton	1,007	297,098	36,573	17,796,956	1,532	439,630	54,038	16,802,018
Silk	916	609,081	36,563	23,801,800	1,534	984,466	34,735	21,936,781
Flax	721	162,083	23,486	10,583,774	1,417	255,514	64,420	9,256,726
Miscellaneous	618	163,046	64,691	6,640,144	1,111	255,213	50,775	6,295,069
Total	4,223	1,618,190	251,850	75,035,087	7,009	2,507,594	237,233	68,480,950
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	739	305,053	14,839	5,880,898	627	244,026	16,627	6,583,185
Cotton	361	104,696	10,358	3,162,938	198	58,572	11,100	3,700,889
Silk	277	217,312	5,524	4,478,592	187	118,472	6,079	4,127,369
Flax	615	139,499	5,803	3,366,832	516	94,426	20,135	3,949,210
Miscellaneous	1,043	55,912	77,783	1,437,623	551	82,369	96,375	1,769,985
Total	3,085	822,105	114,307	18,306,883	2,379	597,865	150,316	20,130,638
Ent'd for consump.	4,226	1,618,190	251,850	75,035,087	7,009	2,507,594	237,233	68,480,950
Total on market	7,311	2,440,295	366,157	93,341,970	9,388	3,105,459	387,549	88,611,588
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	619	246,322	22,253	8,472,915	654	261,000	13,249	5,268,265
Cotton	246	68,143	12,130	3,656,589	270	70,034	9,227	2,976,771
Silk	262	213,584	6,428	5,149,097	190	135,194	5,275	3,552,848
Flax	979	124,651	22,122	4,943,067	674	105,972	16,142	3,150,672
Miscellaneous	430	38,877	78,413	1,937,882	365	49,990	81,718	1,993,358
Total	2,526	691,577	141,346	24,059,550	2,153	622,190	125,611	16,881,914
Ent'd for consump.	4,226	1,618,190	251,850	75,035,087	7,009	2,507,594	237,233	68,480,950
Total at the port	6,752	2,309,767	393,196	99,094,637	9,162	3,129,784	362,844	85,362,864

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